c 1831-1951

5

NEW YORK CENTRAL SYSTEM

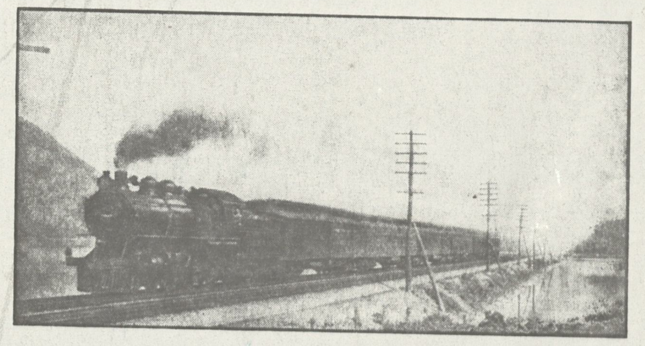
Use care in turning pages

1906

"The Busy Man's Train."

APPROPRIATE IN ITS NAME,
APPROPRIATE IN ITS ROUTE,
APPROPRIATE IN ITS CHARACTER—

"The 20th Century Limited."



980 Miles in 18 Hours Every Day between

NEW YORK
AND
CHICAGO

Via New York Central and Lake Shore.

FASTEST LONG-DISTANCE TRAIN IN THE WORLD.

This is *The* century of all the ages.

The New York Central's eighteen-hour train between New York and Chicago (the two great commercial centers of America) is *The* train of the century, and is appropriately named "THE TWENTIETH CENTURY LIMITED."

The cars composing this train are of the highest standard and were built by the Pullman Company expressly for this service.

EQUIPMENT.

Combination Buffet, Smoking, and Library Car.

Private Compartment Stateroom, Sleeping, and Observation Car.

Twelve Section and Drawing-Room Sleeping Cars.

Dining Cars, serving all meals.

This train is heated by steam and lighted throughout by electricity.

30

To the Memory of my father
ORVILLE K. McKNIGHT
a loyal employee of
THE NEW YORK CENTRAL
for fourty three years

Donated to
RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY
August 08, 1988

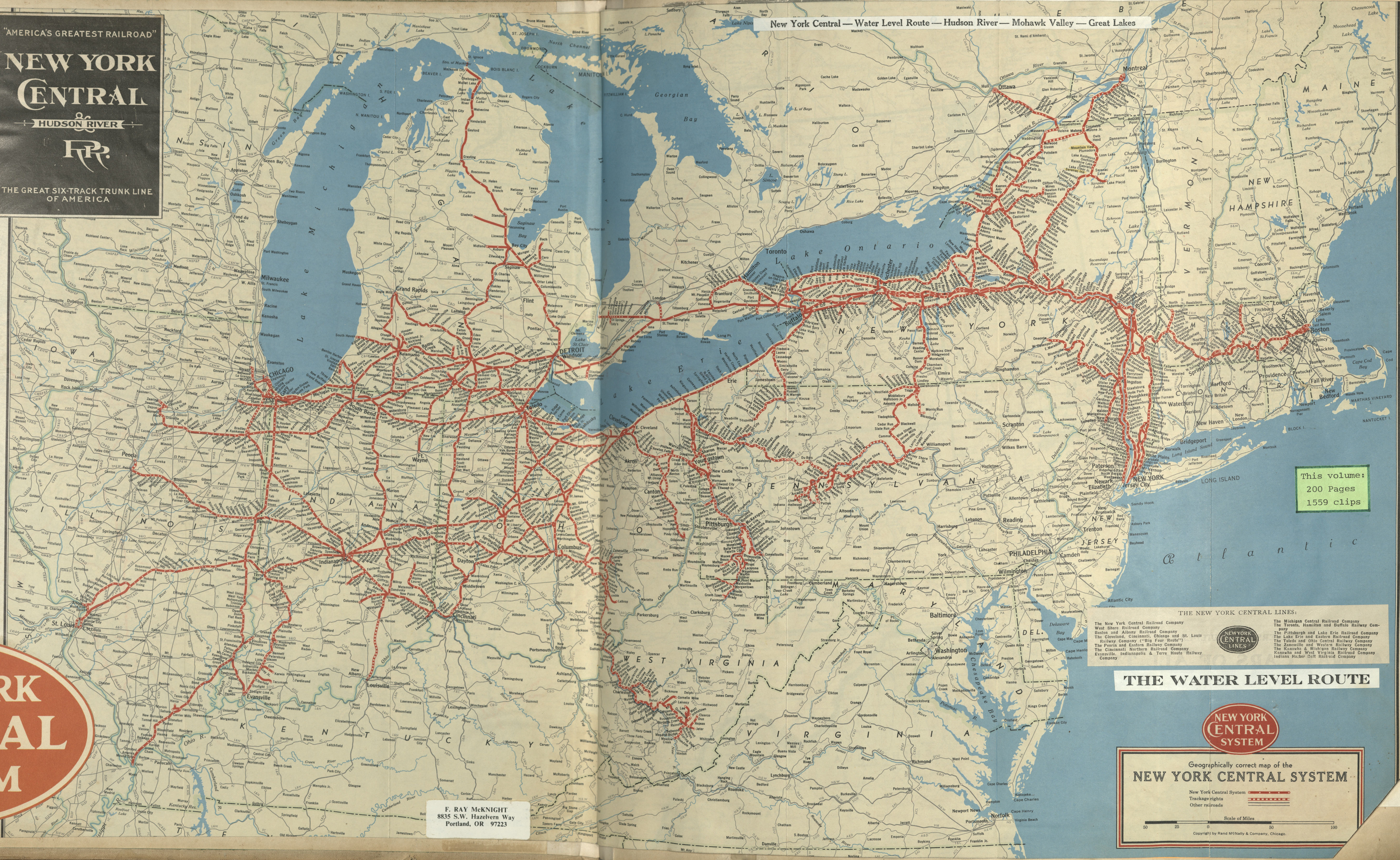
NEW YORK CENTRAL SYSTEM

"AMERICA'S GREATEST RAILROAD"

NEW YORK CENTRAL
HUDSON RIVER
R.R.

THE GREAT SIX-TRACK TRUNK LINE OF AMERICA

New York Central — Water Level Route — Hudson River — Mohawk Valley — Great Lakes



Lake Michigan
Lake Huron
Georgian Bay
Lake Ontario
Lake Erie
Atlantic
CHICAGO
DETROIT
Cleveland
Pittsburgh
Buffalo
Toronto
Montreal
Boston
NEW YORK
PHILADELPHIA
Baltimore
Washington
St. Louis
Indianapolis
Cincinnati
Columbus
MAINE
NEW HAMPSHIRE
VERMONT
NEW YORK
PENNSYLVANIA
NEW JERSEY
MARYLAND
WEST VIRGINIA
VIRGINIA
KENTUCKY
OHIO
INDIANA
ILLINOIS
MICHIGAN
IOWA
WISCONSIN
LONG ISLAND

This volume:
200 Pages
1559 clips

THE NEW YORK CENTRAL LINES:

The New York Central Railroad Company
West Shore Railroad Company
Boston and Albany Railroad Company
The Cleveland, Cincinnati, Chicago and St. Louis Railway Company ("Big Four Route")
The Peoria and Eastern Railway Company
The Cincinnati Northern Railroad Company
Evansville, Indianapolis & Terre Haute Railway Company

NEW YORK CENTRAL LINES

The Michigan Central Railroad Company
The Toronto, Hamilton and Buffalo Railway Company
The Pittsburgh and Lake Erie Railroad Company
The Lake Erie and Eastern Railroad Company
The Toledo and Ohio Central Railway Company
The Zanesville and Western Railway Company
The Kanawha & Michigan Railway Company
Kanawha and West Virginia Railroad Company
Indiana Harbor Belt Railroad Company

THE WATER LEVEL ROUTE

NEW YORK CENTRAL SYSTEM

Geographically correct map of the
NEW YORK CENTRAL SYSTEM

New York Central System
Trackage rights
Other railroads

Scale of Miles
50 25 0 50 100

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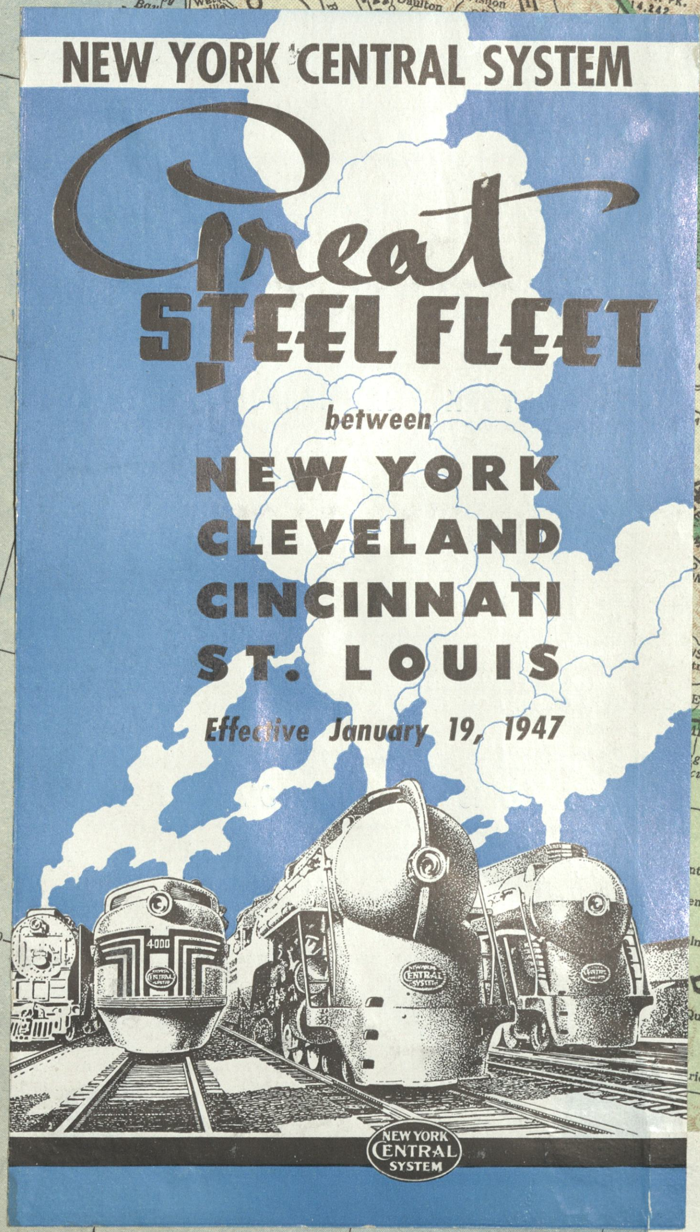
F. RAY McKNIGHT
8835 S.W. Hazelvern Way
Portland, OR 97223

NEW YORK CENTRAL SYSTEM

Great STEEL FLEET between NEW YORK and CHICAGO

Effective Jan. 19, 1947

NEW YORK CENTRAL SYSTEM



NEW YORK CENTRAL SYSTEM

Great STEEL FLEET between NEW YORK CLEVELAND CINCINNATI ST. LOUIS

Effective January 19, 1947

NEW YORK CENTRAL SYSTEM

Historical Chart

NEW YORK CENTRAL & HUDSON RIVER

(Consolidated 1914 into N.Y.C. R.R.)

Opened
1831 Mohawk & Hudson 1847→ Albany & Schenectady
1842 Schenectady & Troy
1836 Utica & Schenectady
1839 Syracuse & Utica
1838 Auburn & Syracuse
1840 Auburn & Rochester 1850→ Rochester & Syracuse 1853→ New York Central 1869→ New York Central & Hudson River
1836 Tonawanda
1842 Attica & Buffalo 1850→ Buffalo & Rochester
1838 Lockport & Niagara Falls 1850→ Roch., Lock. & N.F.
1835 Buffalo & Niagara Falls 1853
1852 Canandaigua & Niagara Falls 1858
1849 Hudson River
1846 Troy & Greenbush 1851
1836 New York & Harlem 1873
1884 Beech Creek, Clearfield & Southwestern 1886→ Beech Creek 1890
1863 Fall Brook Coal Co.
1839 Tioga 1851→ Corning & Blossburg 1854→ Bloss. & Corn. 1873→ Corn., Cowanesque & Antrim 1892→ Fall Brook 1899
1895? Pittsburgh & Eastern 1899
1902 Hooverhurst & Southwestern 1913
1892 Little Falls & Dolgeville 1913
1850 Watertown & Rome 1861→ Rome, Watertown & Ogdensburg 1891
1853 Potsdam & Watertown 1860
1872 Lake Ontario Shore 1874→ Lake Ontario 1875
1870 Syracuse Northern 1875→ Syracuse & Northern 1875
1853 Black River & Utica 1861→ Utica & Black River 1886
1871 Carthage, Watertown & Sackets Harbor 1872
1891 ● Adirondack & St.Lawrence
1880 ● Herkimer, Newport & Poland (3½' gage) 1892→ Mohawk & Malone 1893
1892 ● St.Lawrence & Adirondack 1898
1886 Carthage & Adirondack 1893
1881 Northern Adirondack → New York & Ottawa 1905
1879 New York City & Northern 1887→ New York & Northern 1894→ New York & Putnam 1894
1882 New York, West Shore & Buffalo 1885→ West Shore 1886
1871 Syracuse & Chenango (Valley) 1877→ Syra., Chen. & N.Y. 1883→ Syra., Ontario & N.Y. 1891
1872 Wallkill Valley 1899
1869 Rondout & Oswego 1872→ New York, Kingston & Syracuse 1875→ Ulster & Delaware 1932
1882 Stony Clove & Catskill Mountain (3' gage) 1900
1883 Kaaterskill (3' gage) 1900

BOSTON & ALBANY

(Leased 1900 to NYC&HR)

1832 Boston & Worcester
1839 Western 1867→ Boston & Albany
1841 Albany & West Stockbridge 1871
1838 Hudson & Berkshire 1855→ Hudson & Boston 1871
1873 Springfield, Athol & Northeastern 1879→ Springfield & North Eastern 1880

RUTLAND

(Operated 1904 to 1911 by NYC)

1849 Rutland & Burlington 1867→ Rutland (leased 1870-1896 to Central Vermont)
1851 Western Vermont 1865→ Bennington & Rutland 1900
1869 Lebanon Springs 1886→ New York, Rutland & Montreal 1893→ Lebanon Springs 1899→ Chatham & Lebanon Valley 1900
1849 Northern 1858→ Ogdensburg 1865→ Ogdensburg & Lake Champlain 1899

Vermont Valley → (Leased 1865 to Rutland & Burlington; leased 1871 to Vermont Central; later B&M)
Vermont & Massachusetts → (Leased 1870 to Rutland; later B&M)
Plattsburg & Montreal 1868→ Montreal & Plattsburg → (Leased 1871 to Rutland; merged 1873 with New York & Canada; later D&H)
Whitehall & Plattsburg 1870

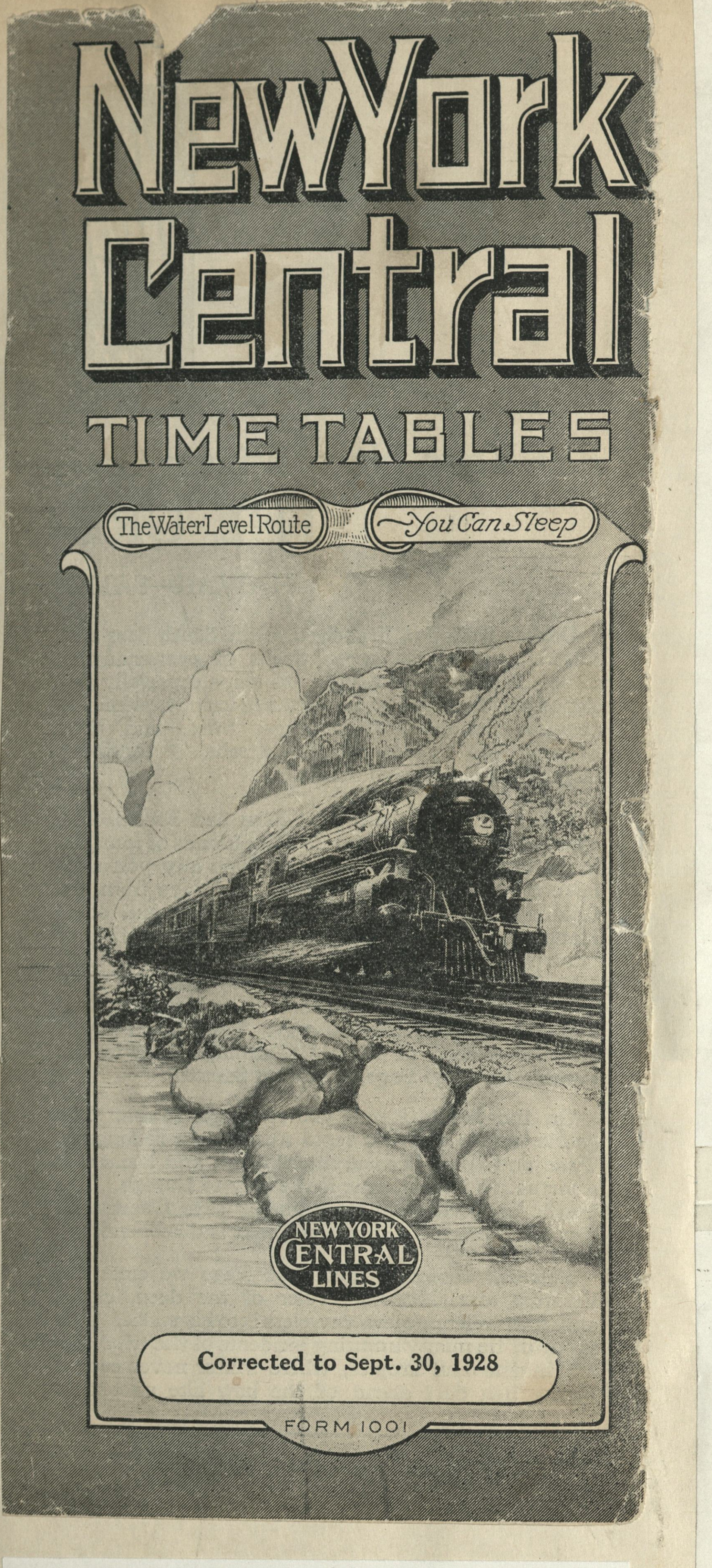
LAKE ERIE & WESTERN

1871 Lake Erie & Louisville 1879→ Lake Erie & Western (Acquired 1922 by N.Y., Chicago & St.Louis)
Lafayette, Bloomington & Mississippi
1876 Lafayette, Muncie & Bloomington 1879→ Lafayette, Bloomington & Muncie 1879
Indianapolis, Peru & Chicago 1887
1873 Fort Wayne, Muncie & Cincinnati 1881→ Fort Wayne, Cincinnati & Louisville 1890
1853? New Castle & Rushville 1886
1889 Pittsburgh, Akron & Western 1895→ Northern Ohio 1895→ (Leased to LE&W, but later became Akron, Canton & Youngstown)

IHB - CJ - CR&I

Indiana Harbor (of Illinois) 1907→ Indiana Harbor Belt
Chicago, Hammond & Western 1898→ Chicago Junction 1907→ (portion)
Chicago River & Indiana

NEW YORK CENTRAL SYSTEM



NewYork Central

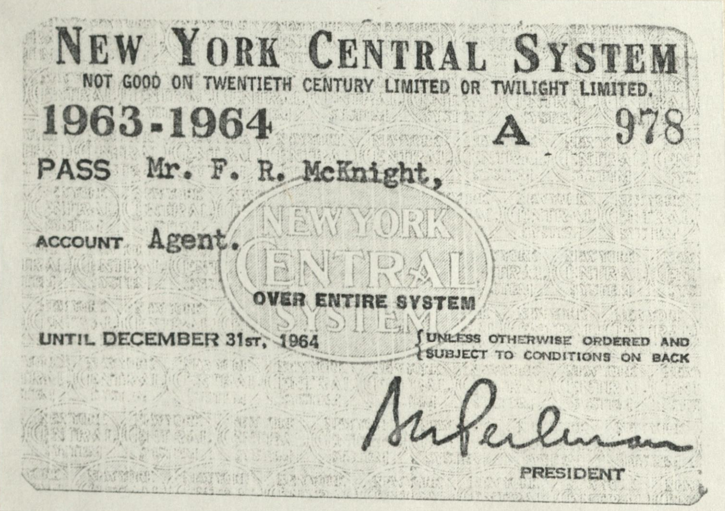
TIME TABLES

The Water Level Route
You Can Sleep

NEW YORK CENTRAL LINES

Corrected to Sept. 30, 1928

FORM 1001

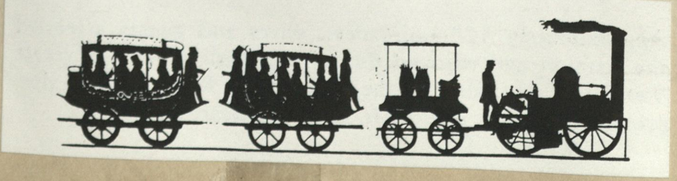


NEW YORK CENTRAL SYSTEM
NOT GOOD ON TWENTIETH CENTURY LIMITED OR TWILIGHT LIMITED.
1963-1964 A 978
PASS Mr. F. R. McKnight,
ACCOUNT Agent.
NEW YORK CENTRAL SYSTEM
OVER ENTIRE SYSTEM
UNTIL DECEMBER 31st, 1964 {UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK
A E Perlman
PRESIDENT

Established 1841. (1906)

American Express Company

Operate the Express Business
UPON ALL THE LINES OF THE
New York Central & Hudson River R. R.
AND, IN ALL, UPON 45,000 MILES OF RAILROAD LINES IN THE UNITED STATES AND CANADA,
AND ARE THE
General European Agents
FOR THE
New York Central & Hudson River R. R.



Historical Chart

CLEVELAND, CINCINNATI, CHICAGO & St.LOUIS (Big 4)

1837 Mad River & Lake Erie 1858→ Sandusky, Dayton & Cincinnati 1866→ Sandusky & Cincinnati 1868→ Cincinnati, Sandusky & Cleveland
1881→ to I.B.& W.
1852 Bellefontaine & Indiana }
1851 Indpls. & Blftn. 1855→ Indpls., Pitts. & Cleve. } 1864→ Bellefontaine }
1850 Cleveland, Columbus & Cincinnati } 1868→ Cleve., Columbus, Cincinnati & Indpls. }
1872 Cincinnati & Springfield 1872↗
1851 Lawrenceburg & Upper Miss. 1853→ Indpls. & Cinti. }
1851 Lafayette & Indianapolis } 1867→ Indpls. Cinti. & Lafay. 1880→ Cinti. Indpls. StL. & Chicago } 1889→ CCC&StL
1872 Cincinnati, Lafayette & Chicago 1874↗
1867 Indianapolis & St.Louis }
1853 Terre Haute & Alton 1856→ Terre Haute, Alton & St.Louis 1862→ St.Louis, Alton & Terre Haute 1867↗
1872 Cairo & Vincennes }
1875 Paris & Danville 1881→ Danville & Southwestern } 1889→ Cairo, Vincennes & Chicago 1890
1870 Cincinnati, Wabash & Michigan 1891
1871 White Water Valley 1878→ White Water 1890
1869 Danville, Urbana, Bloomington & Pekin }
1869 Indianapolis, Crawfordsville & Danville } 1869→ Ind. Bloom. & Wes. 1887→ Ohio, Indiana & Western 1890→ Peoria & Eastern
1883 Michigan & Ohio }
1883 Cincinnati, Van Wert & Michigan } 1886→ Cincinnati, Jackson & Mackinaw { Mich. Div. 1897→ Detroit, Toledo & Michigan (see MC)
{ Ohio Div. 1897→ Cincinnati Northern
1916 Evansville & Indianapolis → Evansville, Indianapolis & Terre Haute 1920→ to CCC&StL.

MICHIGAN CENTRAL

1836 Detroit & St.Joseph 1837→ Central (State of Michigan) 1846→ Michigan Central
1861 Amboy, Lansing & Traverse Bay 1866→ Jackson, Lansing & Saginaw 1871↗
1867 Grand River Valley 1870↗
1870 Michigan Air Line 1870↗
1870 Kalamazoo & South Haven 1870↗
1873 Detroit & Bay City 1881↗
1888 Canada & St.Louis 1889→ Battle Creek & Sturgis (See LS&MS) 1890↗
1899 St.Joseph, South Bend & Southern 1900→ to II&I 1905↗
1873 Toledo, Canada Southern & Detroit 1906↗
1901 Detroit & Charlevoix ↗
1910 Detroit River Tunnel 1907↗
1889 Chicago, Kalamazoo & Saginaw ↗
1897 (Portion of) Detroit, Toledo & Milwaukee (Homer-Allegan, Mich.) 1905→ (operated by MC)

1871 Canada Southern 1883→ (operated by MC) 1904→ (Leased to MC)

OHIO CENTRAL LINES

1880 Ohio Central 1885→ Toledo & Ohio Central
1883 Toledo & Indianapolis 1885→ Toledo, Columbus & Southern 1889→ Toledo, Columbus & Cincinnati 1892↗
1886 Kanawha & Ohio 1890→ Kanawha & Michigan ↗
1886 Columbus & Eastern 1890→ Columbus, Shawnee & Hocking 1893→ Columbus, Sandusky & Hocking 1902→ Zanesville & Western
(Portion to PRR)
1906 Kanawha & West Virginia

PITTSBURGH & LAKE ERIE

1878 Pittsburgh & Lake Erie
1882 Pittsburgh, McKeesport & Youghiogheny 1884↗
1889 McKeesport & Belle Vernon 1890↗
1890 Beaver & Ellwood 1899↗
1928 Lake Erie & Eastern

Historical Chart

LAKE SHORE & MICHIGAN SOUTHERN

(Consolidated 1914 into N.Y.C. R.R.)

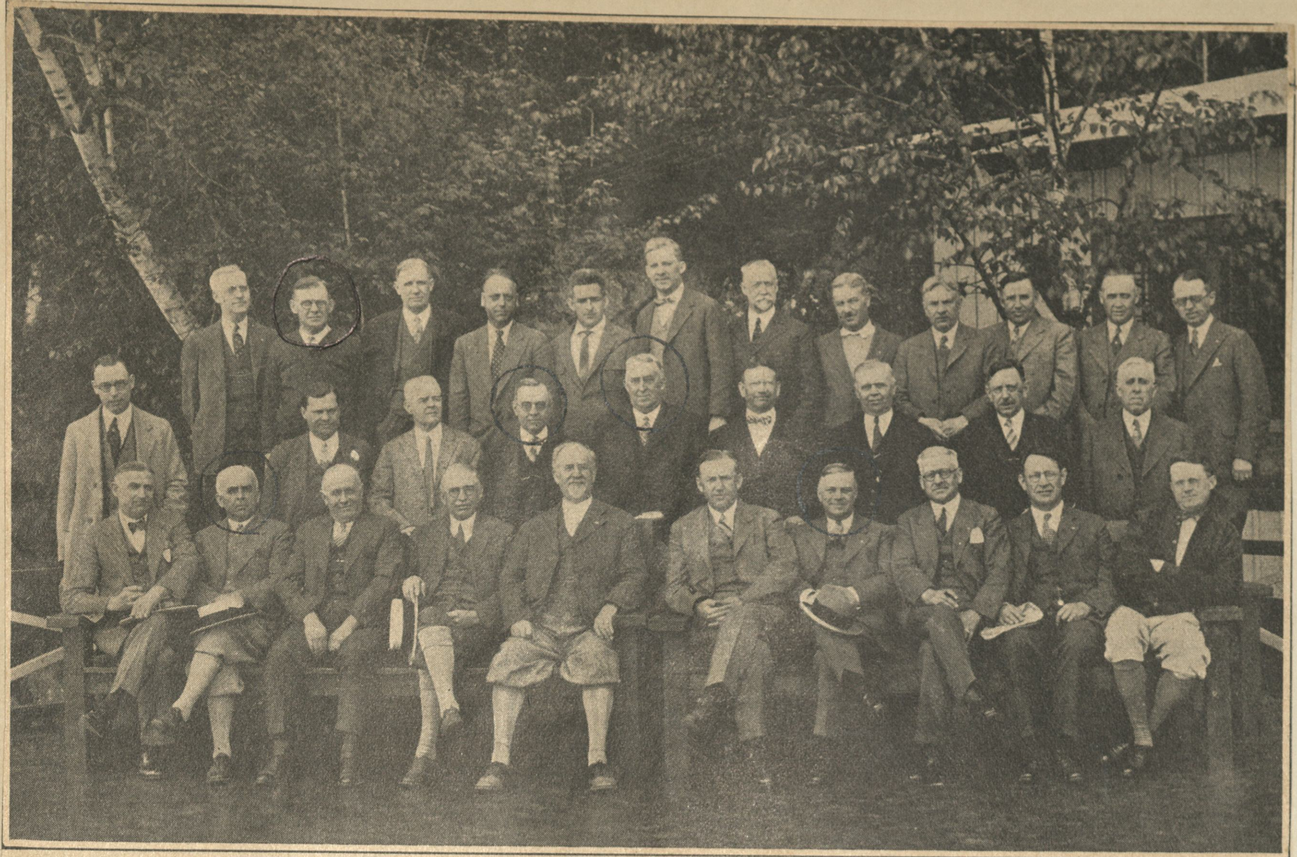
1840 Southern (state RR) 1846→ Michigan Southern }
1837 Erie & Kalamazoo 1849↗ } 1855→ Michigan Southern & Northern Indiana }
1851 Northern Indiana } '69→ Lake Shore & Michigan Southern
1852 Cleveland, Painesville & Ashtabula 1868→ Lake Shore }
1852 Toledo, Norwalk & Cleveland 1853→ Cleveland & Toledo 1869↗
1851 Buffalo & State Line 1867→ Buffalo & Erie 1869↗
1852 Erie & North East 1854↗
1869 Kalamazoo, Allegan & Grand Rapids 1869↗
1873 Mahoning Coal 1873↗
1870 Detroit, Hillsdale & Indiana 1875→ Detroit, Hillsdale & South Western 1881↗
1869 Fort Wayne, Jackson & Saginaw 1880→ Fort Wayne & Jackson 1882↗
1888 Canada & St.Louis 1889→ Sturgis, Goshen & St.Louis (See also MC) ↗
1893 Elkhart & Western 1898↗
1882 Indiana, Illinois & Iowa }
1900 Streator & Clinton 1899↗ } 1906→ Chicago, Indiana & Southern 1914↗
1905 Indiana Harbor (of Ind.) }
Lake Erie, Alliance & Wheeling 1903↗

1870 Dunkirk, Warren & Pittsburg }
1872 Warren & Venango } 1872→ Dunkirk, Allegheny Valley & Pittsburgh 1872→ (Leased to NYC&HR) 1901→ (Oper. by LS&MS)

1897 (portion of) Detroit, Toledo & Milwaukee (Dundee-Homer, Mich.) 1905→ Operated by LS&MS.

ACKNOWLEDGEMENT

To EDWARD L. MAY, a friend of over fifty years and a devoted historian of the ol' New York Central, who supplied me with numerous photos and much information for this volume.



SUPERINTENDENTS AT THEIR ANNUAL MEETING AT CAMP UNDERCLIFF JUNE 14 AND 15. 1924

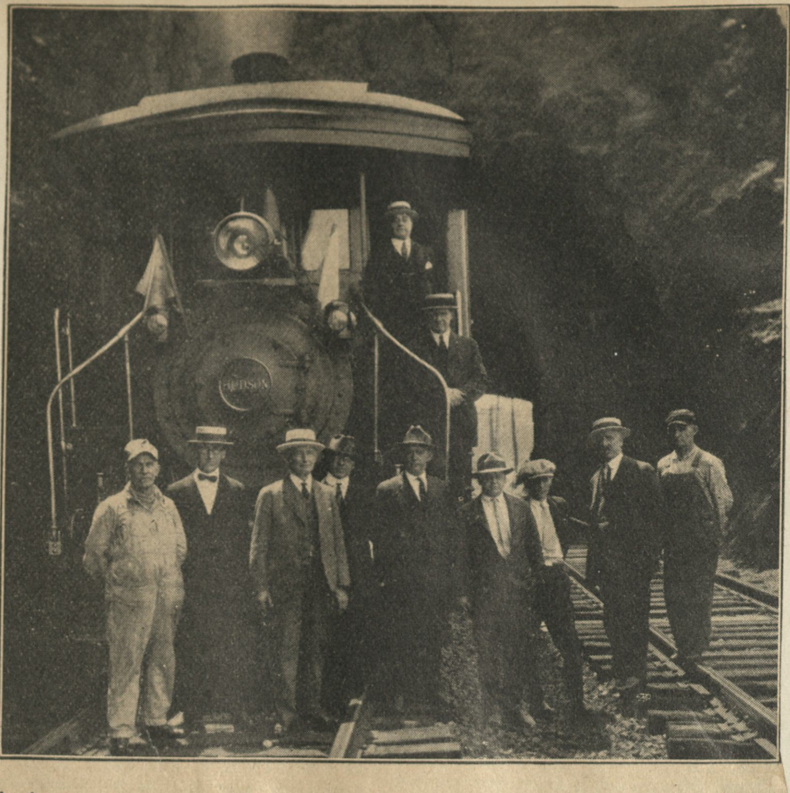
Sitting, left to right: Charles E. Hill, W. A. Hamler, James Singer, F. E. McCormack, Dr. J. W. LeSeur, D. B. Fleming, F. S. Risley, Howard Scott, C. J. Parsons, G. Metzman. Second row: F. Trudeau, J. E. Davenport, G. J. Ross, J. K. Brown, C. K. Brodhead, R. L. Chandler, G. H. Wilson, W. F. Jones, G. D. Dager. Third row: C. Kendall, M. E. Welch, D. T. Hanna, John Grow, A. A. Raymond, M. W. Hassett, W. H. Elliott, A. E. Calkins, D. L. Sommerville, A. H. Wright, C. F. Moyer, C. E. Olp.

W.A.Hamler was Super of Adk Div when I hired out in 1938. J.K.Brown was Adk Div Super in the 20's and I used to play in the lounge of his private car when parked at Mt. View. M.E.Welch was Super of Harlem Div. when I tfr there in 1940. Others were known as Supers of the Adirondack Div.

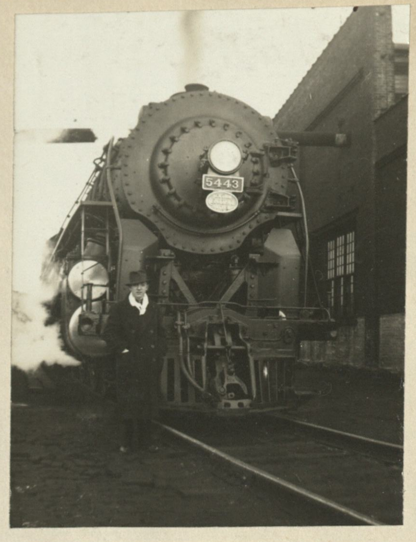
J.S.Geraghty

Chief Signalman, Electric, Harlem & Putnam Divs (GCT) My boss first half dozen years on the Harlem Div. One of the finest gentleman I I ever worked for.

McK



An inspection party at the north portal of Camelot Tunnel, now cut through. Left to right: George Smith, Engineman; S. P. Hull, Signal Supervisor; Tracy Wheeler, pensioned Engineman; F. H. Galvin, Trainmaster; Thomas Gurnett, Supervisor of Track; F. N. Melius, Jr.; M. Diedrick, Secretary to Mr. Melius; F. S. Hunt, Division Engineer; F. Grenier, Fireman. On the steps of the engine, F. N. Melius, then Superintendent of the Hudson Division, now General Superintendent, and D. T. Hanna, then Assistant Superintendent, Hudson Division, now Superintendent of the Adirondack Division.



McK with "a new girl friend" at Harmon 12/5/37

1946

Bob Butterfield, Rail Fans' Hero, Succumbs at 79

Robert E. Butterfield, known to railroad fans all over the world as "Bob" Butterfield, famous retired engineman of the Twentieth Century Limited, died April 27 at the home of his daughter, Mrs. Roger Brassel, 10 Rochelle Road, Larchmont, N. Y. Mr. Butterfield celebrated his 79th birthday on April 19. He had been in ill health since last September, although maintaining his vigor up to that time.

He retired May 6, 1938, after more than 54 years of railroading, of which 20 years had been as an engineman on the Century, between Harmon and Albany.

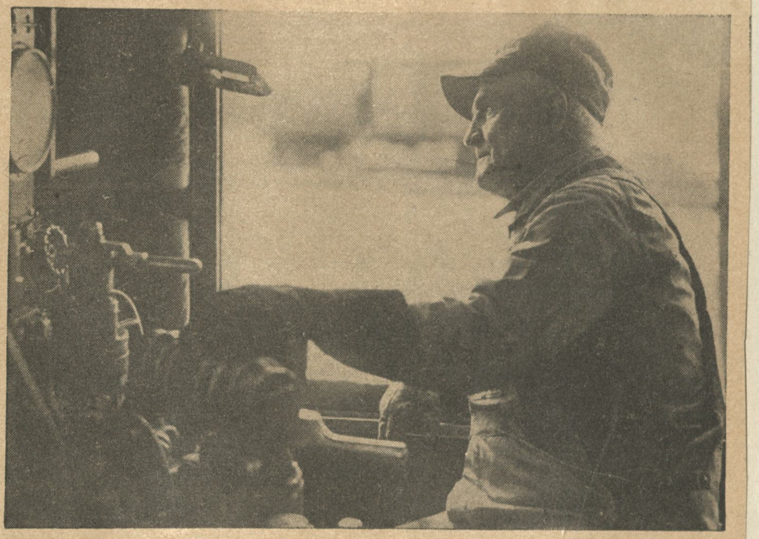
Mr. Butterfield was born in New York in the old Ninth Ward and began railroading as an oil boy at the age of 16 in the Central's Roundhouse at 72nd Street. In 1890 he was made a freight engineman and in 1899 entered the passenger service. In October, 1904, driving a mail train, which, when delivered to him, was more than an hour behind schedule, he made one of the fastest runs in railroad history, covering 3.51 miles between Croton and Ossining at the rate of 105 miles an hour.

Mr. Butterfield, who was regarded as the best known engineman in the world, had been the subject of numerous magazine articles and newspaper stories and had participated in many broadcasts. After his retirement, he was a favorite speaker before clubs and other organizations in the East, addressing, among others, the Union League Club of Philadelphia and the Harvard Club of Boston. He received fan letters from all parts of the world, including India and Japan.

For many years, he made his home at 68 South Highland Avenue, Ossining. Mr. Butterfield, who had been in excellent health for many years, attributed his stamina to the extensive use of dairy foods. Throughout his long life he never smoked or used intoxicants, a fact which he never failed to stress when addressing audiences of younger folk.

Beside his daughter, Mrs. Brassel, he is survived by his wife, Catherine, another daughter, two sons, Raymond, an extra New York Central freight conductor, and Robert E., and seven grandchildren.

"Bob" at the 20th Century's Throttle



In the caboose—a bite to eat and an opportunity to rest.

THE RAILROAD ENGINEER

•

Because at fifty miles he drives
And may endanger human lives,
They test his hearing and his sight,
His heart and lungs and appetite,
They even search his family tree
For traces of insanity.
If liquor on his breath they smell
They call him in and say: "Farewell!
No longer fit to drive are you!
Too great the risk! Pack up! You're through!"

Before they grant to him the power
To drive at fifty miles an hour
His every faculty they test
To know that he is at his best.
The regulations he must learn
Regarding every stop and turn.
They teach him that the right-of-way
Has signals which he must obey.
If once he breaks the safety code
They promptly take him off the road.

Does he face danger every day?
And where he drives do children play?
Are sick men, lame men apt to tread
The path he travels just ahead?
Must he expect such risks to meet
As motorists on every street
That those who hire him still demand
A sober brain and steady hand?
Oh, no! His path is fairly clear;
But he's a railroad engineer!

—EDGAR A. GUEST, in his syndicated feature, "Just Folks." Copyright, 1935. Reprinted by special permission.

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1939
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UNITED STATES POSTAGE
2 CENTS 2
UNITED STATES POSTAGE
3 CENTS 3

THE NEW YORK CENTRAL SYSTEM

The New York Central System has a long and interesting history, and made many contributions to the growth of our nation. The Central had its beginnings in 1831 when the Mohawk & Hudson was built from Albany to Schenectady, N.Y. In the following ten years other little lines were built across New York State forming a continuous link from Albany to Buffalo, and in 1853 they united to form the New York Central. In 1849 the Hudson River R.R. was built from New York to Albany, and in 1869 this road united with the New York Central to form the New York Central & Hudson River. Simultaneously, other small companies were building secondary lines throughout New York which ultimately came into the system.

In the west, the Lake Shore & Michigan Southern had its beginnings with the Erie & Kalamazoo in 1837. This railroad united with several other small lines to become the Michigan Southern & Northern Indiana in 1855. Further east, the Cleveland, Painesville & Ashtabula saw the light of day in 1852, became the Lake Shore in 1868, and united with the Michigan Southern & Northern Indiana in 1869 to form the Lake Shore & Michigan Southern. Other small lines were built over the years to bring the LS & MS to its final form. After many years of NYC control, the Lake Shore & Michigan Southern merged with the NYC & HR to form the New York Central which we all knew well.

To the south and west of Cleveland, the Cleveland, Cincinnati, Chicago & St. Louis (Big Four) had its beginnings in 1837 with the Mad River & Lake Erie. Ultimately there were three principal roads in this territory, the Cleveland, Columbus, Cincinnati & Indianapolis, the Cincinnati, Indianapolis, St. Louis & Chicago, and the Indianapolis & St. Louis. These united to form the CCC & StL in 1889. Over the following years other roads such as the Northern came into the fold.

To the north, the Detroit & St. Joseph was formed in 1836, and became the Michigan Central in 1846. Other roads subsequently joined or were built by this company to bring the MC to its final form. Among these was the Canada Southern.

After many years of NYC control, the CCC & StL and MC became an integral part of the system by lease in 1930.

In Ohio and West Virginia the Ohio Central came into being in 1880, changing its name to Toledo & Ohio Central in 1885. Among other roads which became part of the T&OC were the Kanawha & Michigan and Zanesville & Western. Controlled by the LS&MS after 1910, and later by the NYC, the T&OC was merged into the NYC in 1952.

In New England, the Boston & Albany had its beginning in 1832 as the Boston & Worcester. With the formation of the Western RR in 1839, a trunk line from Boston to Albany was completed, and these companies became the Boston & Albany in 1867. The B&A was leased by the NYC & HR in 1899 and merged into the NYC in 1961.

Other important subsidiaries are the Pittsburgh & Lake Erie, which came in to being under that name in 1878, and the Indiana Harbor Belt, which started as the East Chicago Belt in 1896, and assumed the present name in 1907.

The New York Central System reached a maximum road mileage of approximately 11,500 in the late 1920's, but decreased to about 11,100 miles by the middle 1960's. Traffic reached a maximum during the World War II years, 54,941,598,120 ton-miles being handled in 1943, and 9,291,910,179 passenger-miles in 1944. Maximum non-war year traffic was in 1929, when 36,527,099,839 ton-miles and 4,234,627,369 passenger-miles were handled. Although this ton-mile figure was equalled again in the middle 1950's, the passenger-mile figure was never again above 4,000,000,000 after 1949.

It is interesting to note that 5,100 locomotives, 5,100 passenger equipment cars, and 217,000 freight cars were available to handle the 1929 traffic, while the peak World War II traffic was handled with 3,500 locomotives, 4,600 passenger equipment cars, and 137,000 freight cars. That this peak could be handled was a tribute to the railroaders of the New York Central.

++

NOTE...Clips initialed "OKM" are those salvaged from a scrapbook of my father's. Where a construction number is shown it will be for the engine illustrated.

++

1

New York Central.

Sante Fe and N. Y. Central Meet in Chicago

1946

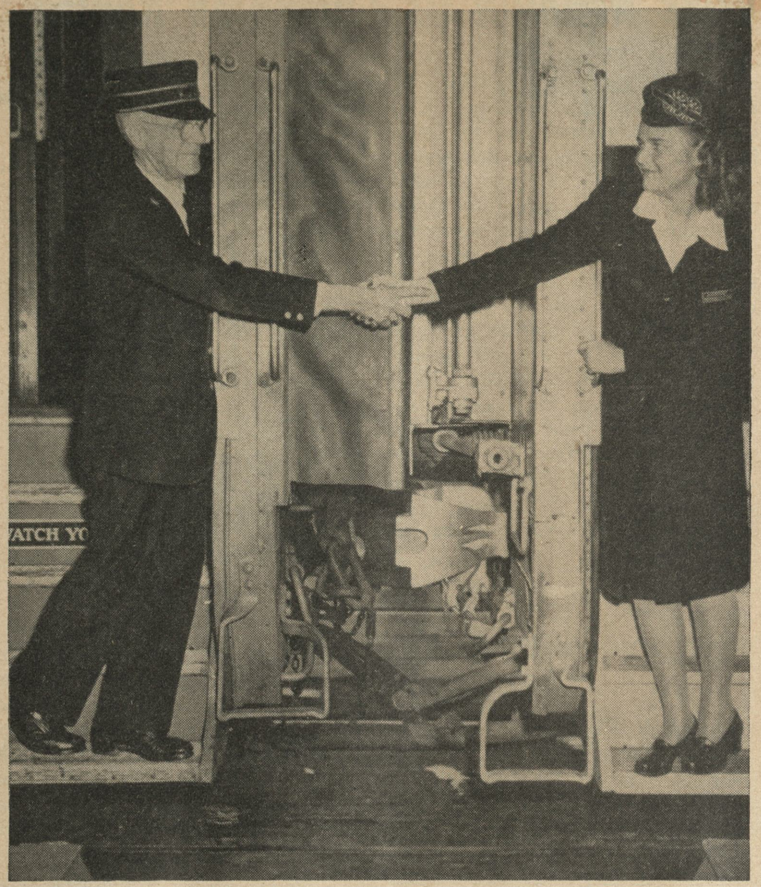
Photo by Acme

R. M. Duncan, Conductor of the Santa Fe's Chief, greets Miss Una O'Hara, New York Central Passenger Representative as the first westbound transcontinental car from the Central's Twentieth Century Limited is coupled to the Santa Fe's Chief for its initial coast-to-coast trip. The meeting took place in the Dearborn Station, Chicago, April 1.

NEW YORK CENTRAL
LINES MAGAZINE

PUBLISHED MONTHLY BY THE
OFFICE OF PUBLICATION

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NEW YORK CENTRAL BUILDING
466 Lexington Avenue
NEW YORK CITY

PITT P. HAND, *Editor*
C.W.Y. CURRIE, *Managing Editor*

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VOL. VI APRIL, 1925 No. 1

Our Company

UNDOUBTEDLY there are many New York Central employes who do not appreciate the magnitude of the institution for which they are working and of which they are a part. A glance at a condensed statement of the Company's finances and business in 1924 serves to give some idea of just what a tremendous organization the New York Central Railroad is.

The Company in 1924 moved 105,351,776 tons of revenue freight and carried 69,117,703 revenue passengers. Both these figures, huge as they are, show decrease from 1923, reflecting the unsettled economic conditions in the early part of the year. The decrease in passenger was principally local traffic, other than commutation, and was due in a large measure to automobile and motor bus competition. The commutation business showed a substantial increase.

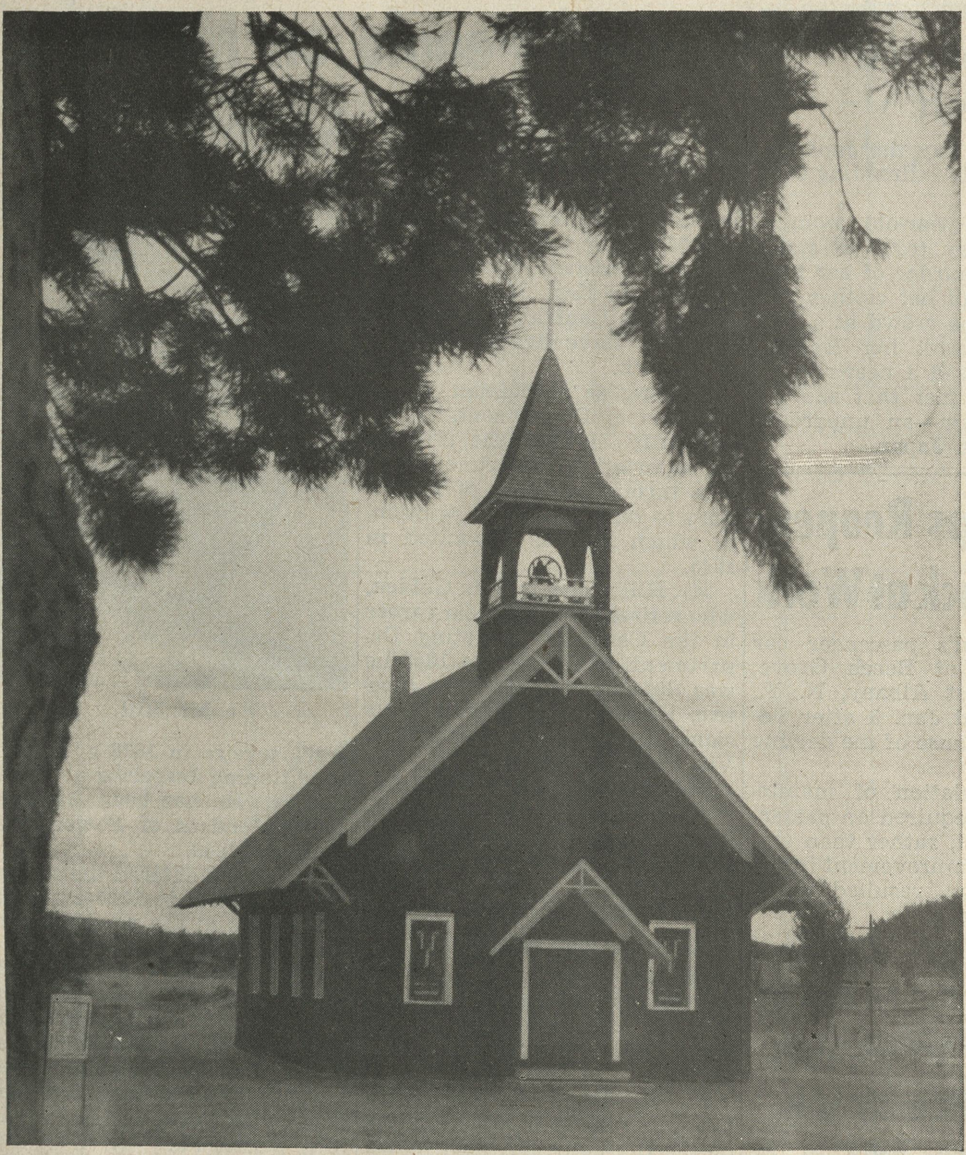
The operating revenues for the year were $369,606,930 and the operating expenses were $279,970,163, or 75.75 per cent of the revenue. The net operating railway income was $64,635,074 and the net income after interest on funded debt, rent for leased roads, et cetera, was $39,250,399.

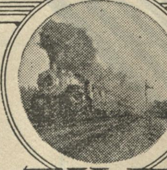
At the end of the year the Company had invested in road, equipment, securities, et cetera, $1,276,800,000.

It operated 6,920 miles of road and had 3,925 locomotives, 3,402 passenger cars, 142,729 freight cars and 300 ferryboats, tugs, barges and other marine equipment.

A survey of these figures makes one realize how great a share our Company has in serving that densely populated section of the United States lying east of the Mississippi and north of the Ohio and Potomac Rivers. Many communities are dependent wholly on the New York Central for their major transportation.

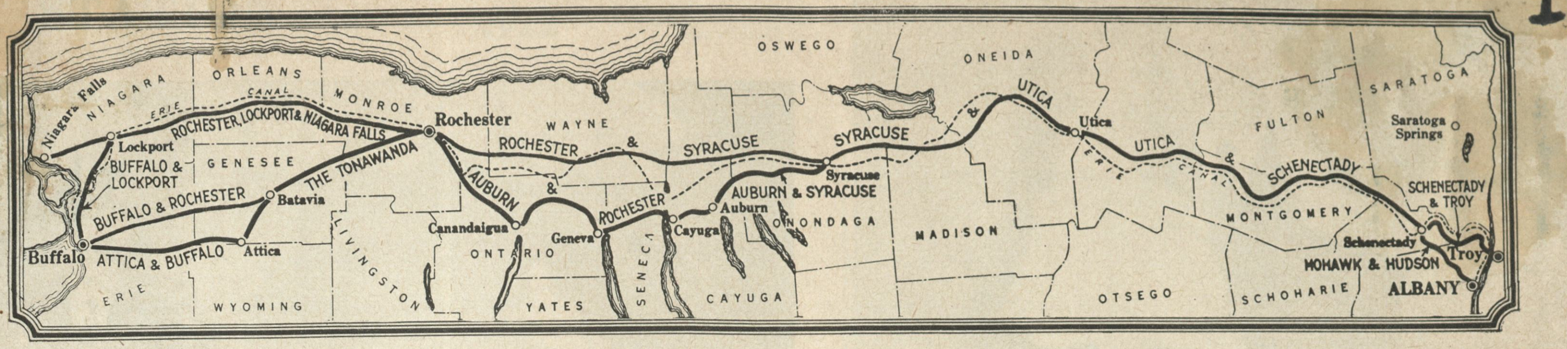
A realization of our vast responsibilities should bring home to every New York Central employe the fact that these obligations must be shared by everyone in the Company's employ. The Company has grown to its present huge dimensions through the devotion and loyalty of its earlier generations of workers. It is for us to be worthy of the wonderful heritage they have left to us.


The former station at Santa Clara, N.Y. on the old Ottawa Div is now a House of God.



NEW YORK
CENTRAL LINES MAGAZINE
GRAND CENTRAL TERMINAL, NEW YORK CITY

VOL. III SEPTEMBER, 1922 No. 6



EARLY RAILROADS ACROSS NEW YORK STATE STAKED OUT THE "WATER LEVEL ROUTE" WHICH BECAME CENTRAL'S RIGHT OF WAY

The Central 100 Years Ago

THIS is the 100th anniversary of the first appearance of the Central's name on the American scene. On July 7, 1853, The New York Central Railroad Company officially came into existence as ten small railroad companies consolidated and formed one through line across New York State.

The origins of the Central System actually go back as far as 1826, when the New York State legislature granted a charter for the formation of the Mohawk & Hudson Railroad. The M&H was one of the roads in the consolidation.

Although the small roads stoutly maintained their individuality, they saw the advantages of working together as early as 1843, when the first through train ran from Albany to Buffalo. Over the next ten years they gradually became convinced of the inevitability of consolidation.

After the legislature passed a special law in April, 1853, making the consolidation possible, the small railroads moved swiftly. All arrangements were completed in three months. The stockholders of the new company met and named 13 directors. The directors chose Erastus Corning first President of the Central. He had headed the Utica & Schenectady Railroad, one of those joined in the consolidation.

There wasn't much difficulty in selecting a name for the new road. For years people had referred to the small roads as the "central route" through New York. This commonly used description was simply formalized in the consolidation.

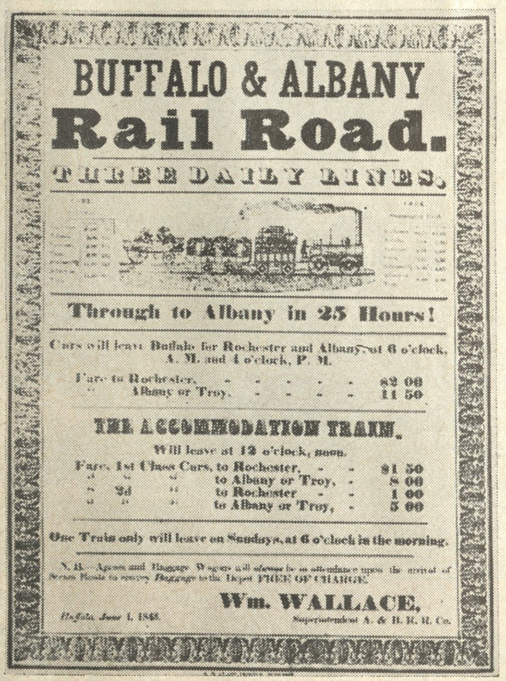
With the combined railroads pooling their resources as a result of the consolidation, the New York Central's motive power consisted of 154 wood-burning locomotives. Those wood burners were forerunners of the famous coal-fired steam engines used on the Central—among them the Hudsons, Mohawks, and Niagaras.

Appropriately, this year which sees the 100th anniversary of NYC's name will also mark the end of steam power on all Central trains east of Cleveland and on all NYC passenger trains east of Detroit. This will be accomplished with delivery of the 164 diesel units ordered by NYC earlier this year at a cost of $27,500,000, bringing the System's diesel fleet to a total of 2,113 units.

In its first three years, a century ago, the newly formed company spent $8,000,000 on improvements to motive power, rolling stock, track and stations. While this is a small amount in comparison with the $140,000,000 invested in improvements by NYC last year alone, or with the Central's present-day net property investment of two billion dollars, it was a huge sum for those days.

Other railroads which have become part of the New York Central rail network over the years include the Michigan Central Railroad, the Cleveland, Cincinnati, Chicago & St. Louis Railway (Big Four), and the Boston & Albany Railroad. Affiliated railroad companies include the Pittsburgh & Lake Erie, Indiana Harbor Belt, Chicago River & Indiana, Peoria & Eastern, and Toronto, Hamilton & Buffalo.

Including the ten original companies, approximately 560 predecessor roads are represented in the development of the New York Central System.


BUFFALO & ALBANY
Rail Road.
THREE DAILY LINES.

Through to Albany in 25 Hours!

Cars will leave Buffalo for Rochester and Albany, at 6 o'clock, A. M. and 4 o'clock, P. M.

Fare to Rochester, - - - - - $2 00
" Albany or Troy, - - - - - 11 50

THE ACCOMMODATION TRAIN.

Will leave at 12 o'clock, noon.

Fare, 1st Class Cars, to Rochester, - - $1 50
" " " to Albany or Troy, - 8 00
" 2d " to Rochester - - 1 00
" " " to Albany or Troy, - 5 00

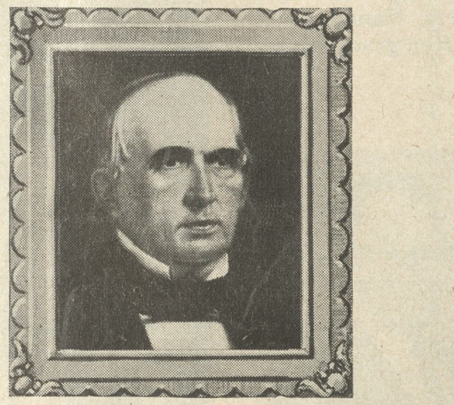
One Train only will leave on Sundays, at 6 o'clock in the morning.

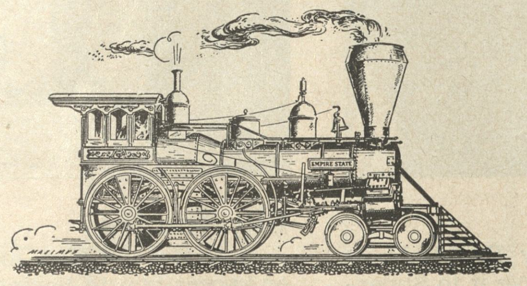
N.B.—Agents and Baggage Wagons will always be in attendance upon the arrival of Steam Boats to convey Baggage to the Depot FREE OF CHARGE.

Wm. WALLACE,
Superintendent A. & B. R. R. Co.

Buffalo, June 1, 1843.

POSTER advertising first through train between Buffalo and Albany appeared in 1843, presaged consolidation of roads.


Erastus Corning was first NYC President.


WOOD-BURNING engines like this one were the motive power of newly formed NYC in 1853. Coal-fired engines soon took over.

NYC CONDUCTORS looked like this in 1853. Lanterns came in handy for reading tickets in the dimly-lit coaches of period.

New York Central Lines Magazine for February, 1926

Railroad Men High Type of Citizens, Says Mr. Crowley

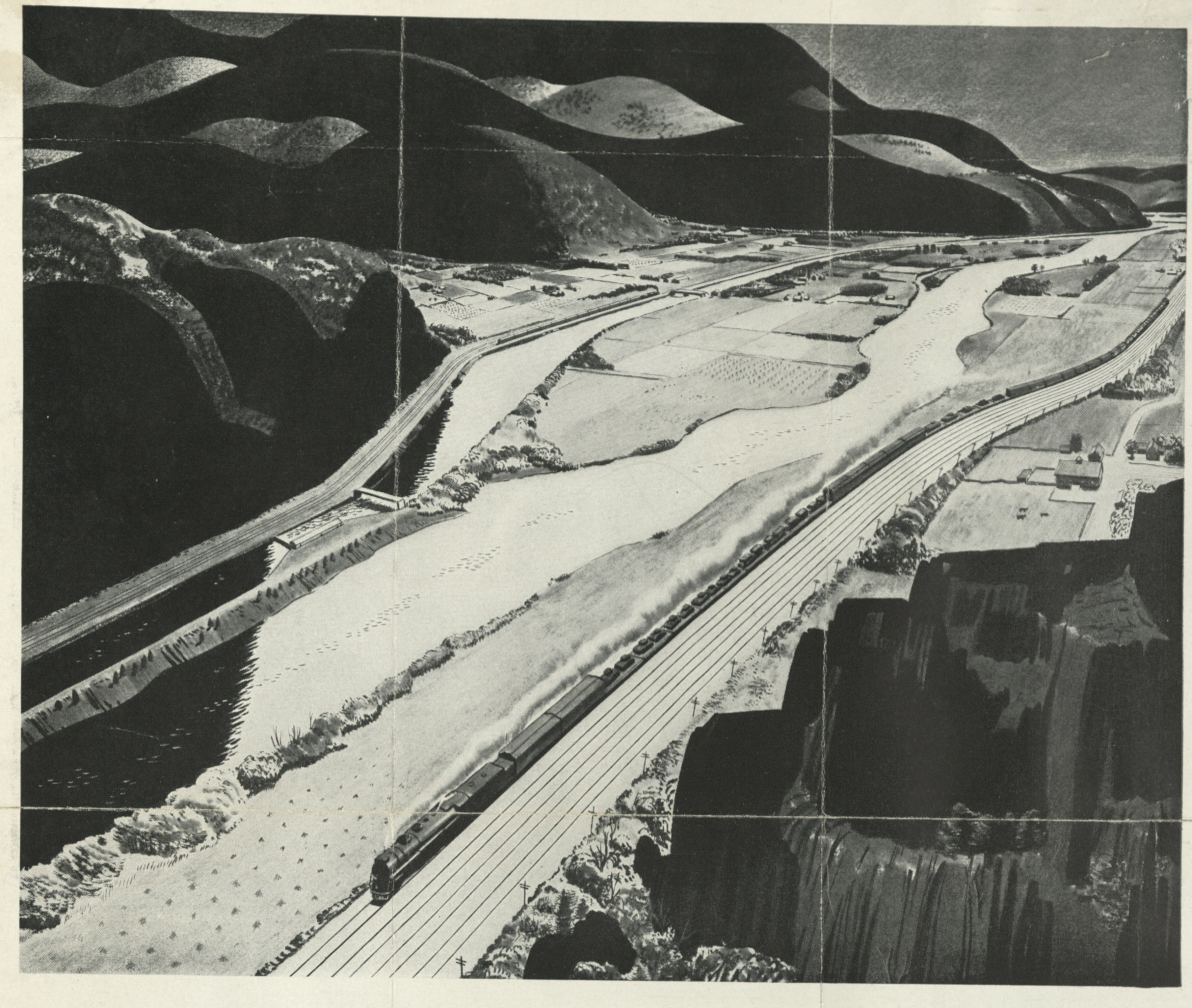
"THE late President Alfred H. Smith, of the New York Central, used to say that 95 per cent of a railroad is men. And that is pretty much true of any large business enterprise. You can't break production records, or traffic records, without a fine spirit of achievement among your men.

"We have such a spirit among the 160,000 men of the New York Central Lines. They, after all, are responsible for the Empire State Express and the Twentieth Century Limited, for keeping the great volume of traffic moving day in and day out, in all kinds of weather, on 12,000 miles of our lines from the Mississippi Valley to the Atlantic seaboard.

"And, while I speak for the men of the New York Central, let me make it plain that this spirit of achievement, of wholesome and friendly rivalry, this pride in one's own railroad, is a characteristic of American railroad men wherever you meet them.

"It is a high type of American citizenship that you find in the rank and file of the men who operate our railroads, and every American ought to be proud of them."

2



WARPATH OF THE UNITED NATIONS

This is an ancient valley.

This is a water level highway that nature carved from the rock and tore from the forest. This is where war cries echoed and smoke signals drifted to the sky when the Five Nations of the Iroquois roamed with their tribes.

This is where a *new* thunder roars out today . . . the thunder of wheels on steel, the thunder of powerful locomotives, the thunder of long trains speeding their cargoes through the night.

For this is a warpath again.

One of the mighty roadways of a mighty people . . . one of the great railways that unite our nation with bonds of steel and unbreakable purpose . . . one of the arteries that carries the cargoes of Victory.

From the teeming shores of the Great Lakes and the valleys of the Mississippi, flows the freight of war to the East. From the farms and the mines and the oil fields, flow the precious food, the metals, the fuel, for the smoking factories and cities.

From the arsenals of democracy across the nation — East and West — is channeled a mighty stream of tanks and guns and planes, racing to the waiting ships that will soon scatter to the fighting fronts of the world.

This is the ancient water level route . . . ancient as the Mohawk River itself, or the Hudson . . . precious to America as fertile earth or sheltering ports or metal-laden mines . . . now a warpath of the United Nations.

And this is a highway of tomorrow—a road for tomorrow's travelers and shippers. For the experience that is being born in the war of today, will be turned with new skill to the new trains of tomorrow—to carry America's people and America's products on their swift errands of peace.

NEW YORK CENTRAL

NEW YORK CENTRAL SYSTEM

The Water Level Route . . .

Dedicated to Victory and a Better World to Come

BUY WAR BONDS AND STAMPS

Reprint of Advertisement appearing in

Saturday Evening Post, Colliers, New Yorker, Fortune, Newsweek, United States News and Time magazines.

NEW YORK CENTRAL CAB AND CARRIAGE SERVICE.

(1906)

FROM OR TO GRAND CENTRAL STATION, FOURTH AVENUE AND 42d STREET, NEW YORK.

Tickets for the New York Central Cab and Carriage Service may be purchased at the Cab Stand in the Annex to Grand Central Station, where the train arrives.

The rates for one or two persons in a hansom cab from Grand Central Station to any point from the Battery to 130th Street range from 50 cents to $1.75, according to location. For instance, to any hotel, club, place of business or residence in the district bounded on the south by 23d Street and on the north by 59th Street, the rate is 50 cents.

The rates for a carriage in the same district range from $1 to $2.25 for one to four persons.

You can have a vehicle call at your place of business, residence, club, or hotel in New York City, and take you to any train leaving Grand Central Station, by calling up Telephone No. 900 38th Street.

The rates for call service between the battery and 130th Street, for one or two persons in a hansom cab, range from 50 cents to $1.75. For a carriage from $1.00 to $2.25 for one to four persons.

New York Telephone, "900 38th Street."

BAGGAGE HANDLED CHEAPLY AND PROMPTLY.

Westcott Express Company handle baggage between Grand Central Station and all points: Grand Central Station, between 14th Street and 59th Street, for **25 cents** per piece; south of 14th Street and between 59th Street and 86th Street, **40 cents** per piece; to all other points in Greater New York, Jersey City, and Hoboken, **50 cents** per piece.

Limited Train Features

(1928)

Special service features are provided on limited trains as follows:

Nos. 25 and 26—**Twentieth Century Limited.**
Club Car—Barber, Bath, Valet, Stock Reports, Sporting Events, Magazines, Newspapers, Stationery.
Observation Car—Maid, Stenographer, Telephones at Terminals, Ladies' Lounge and Bath, Magazines, Newspapers, Stationery.

Nos. 11 and 12—**Southwestern Limited.**
Club Car—Barber, Bath, Valet, Stock Reports, Sporting Events, Newspapers, Magazines, Stationery.
Observation Car—Maid, Stenographer, Telephones at Terminals, Ladies' Lounge and Bath, Magazines, Newspapers, Stationery.

Nos. 47 and 48—**The Detroiter.**
Club Car—Valet, Sporting Events, Newspapers, Magazines, Stationery.
Observation Car—Maid, Ladies' Lounge and Bath, Magazines, Newspapers, Stationery.

No. 15 and 2nd 26—**Ohio State Limited.**
Club Car—Valet, Sporting Events, Newspapers, Magazines, Stationery.
Observation Car—Magazines, Newspapers, Stationery.

Nos. 39 and 40—**North Shore Limited.**
Valet, Magazines, Newspapers, Stationery.

Nos. 19 and 22—**Lake Shore Limited.**
Valet, Maid, Sporting Events, Magazines, Newspapers, Stationery.

Nos. 17 and 8—**The Wolverine.**
Valet, Maid, Sporting Events, Magazines, Newspapers, Stationery.

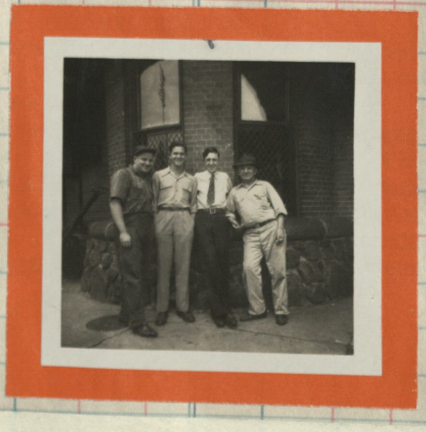
No. 4—**New York Limited.**
Valet, Newspapers, Magazines, Stationery.

No. 6—**Fifth Avenue Special.**
Valet, Maid, Sporting Events, Magazines, Newspapers, Stationery.

No. 21—**Cleveland Limited.**
Valet, Sporting Events, Magazines, Newspapers, Stationery.

No. 18—**Knickerbocker Special.**
Valet, Newspapers, Magazines, Stationery.

All club cars on the New York Central Lines carry a current copy of the Official Railway Guide.



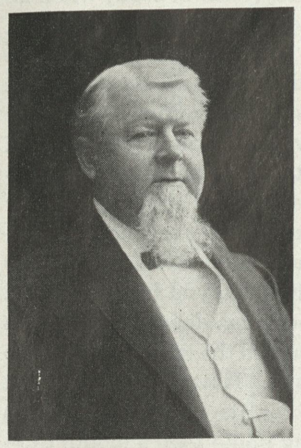
Station Force at Pleasantville, N.Y.
August 1947
L. to R. ...

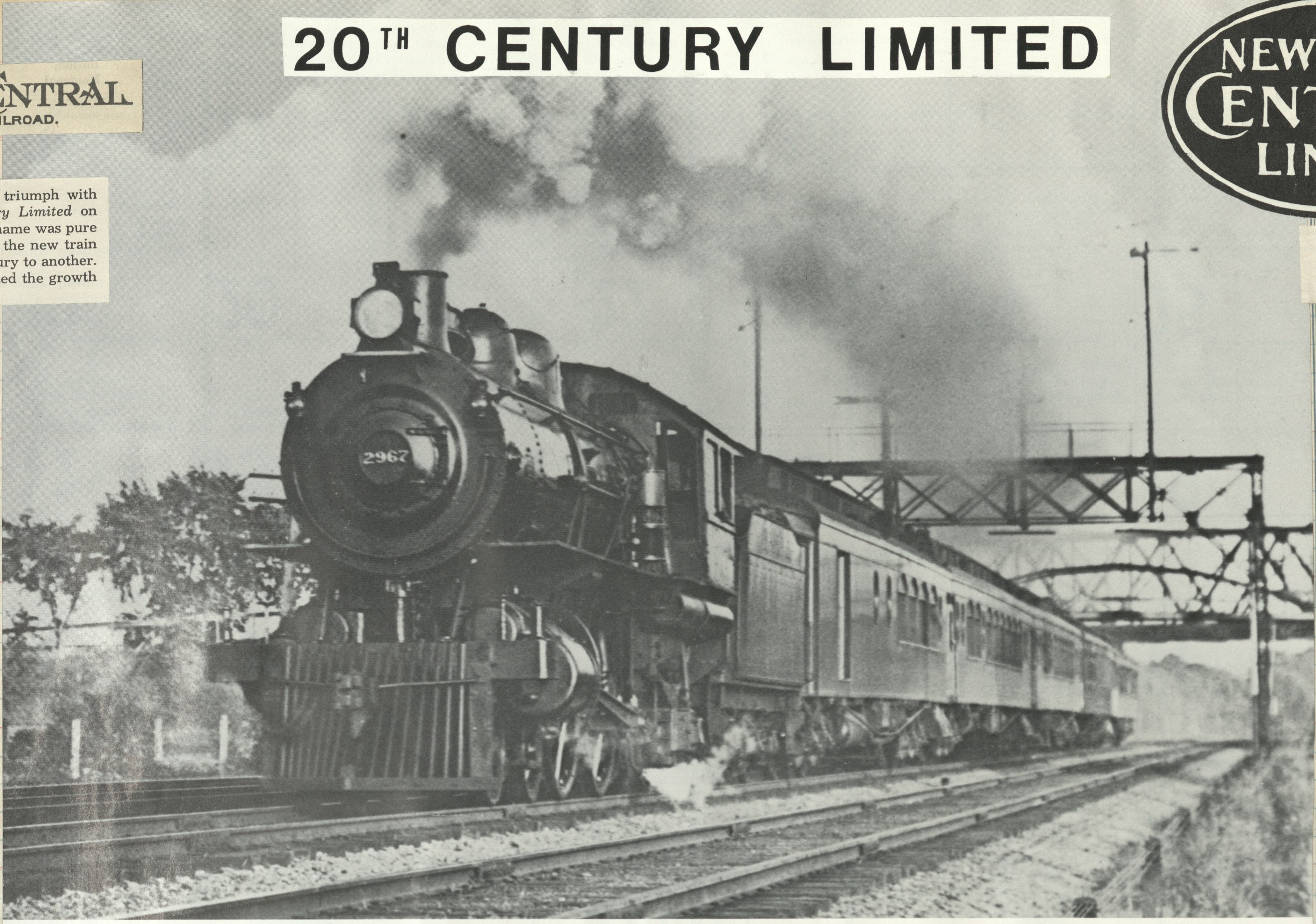
Herb Foshay, Station Helper
Roy Garnsey, 2nd Trick Operator
F. R. McKnight, Agent
John Ferrick, Freight Clerk

20TH CENTURY LIMITED

NEW YORK CENTRAL
& HUDSON RIVER RAILROAD.

GEORGE DANIELS scored his greatest triumph with the inauguration of the *Twentieth Century Limited* on June 15, 1902. His selection of the *Century* name was pure genius. With this one move he imparted to the new train the historical thrill of passing from one century to another. With the new 20-hour schedule he symbolized the growth of American mechanical superiority.


George H. Daniels.

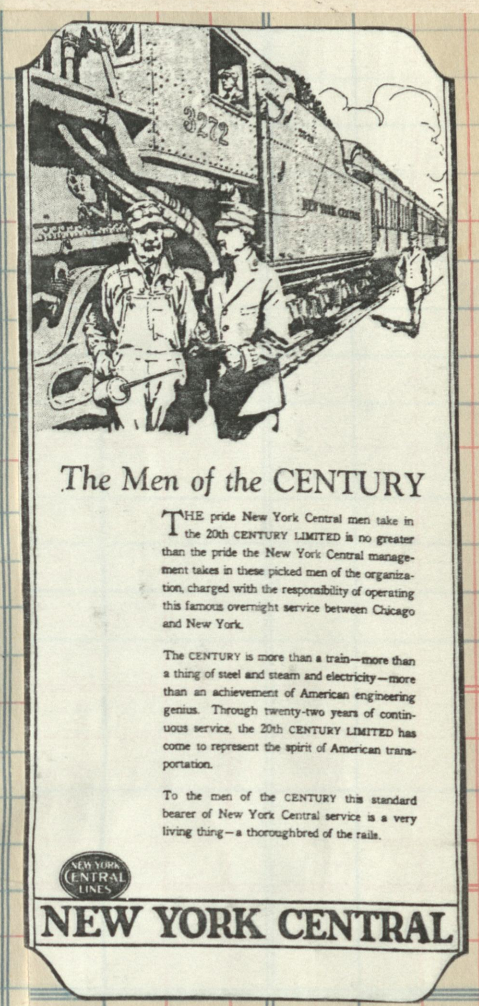

N.Y.C. 2967, a new 4-4-2 class I Atlantic, fresh from Alco in 1902 wheels the then new 20th Century Limited west of Schenectady, N.Y. Photographed by F. F. Sornberger, M.D.

2967
Class I
2954-2968
Schenectady 1902
c/n 25035

renoed 3967,
967

NEW YORK
CENTRAL
LINES

A meteor palace, o'er a path of steel,
Glides, like a comet, on through fairy-land.
— Bingham Thoburn Wilson.



The Men of the CENTURY

THE pride New York Central men take in the 20th CENTURY LIMITED is no greater than the pride the New York Central management takes in these picked men of the organization, charged with the responsibility of operating this famous overnight service between Chicago and New York.

The CENTURY is more than a train—more than a thing of steel and steam and electricity—more than an achievement of American engineering genius. Through twenty-two years of continuous service, the 20th CENTURY LIMITED has come to represent the spirit of American transportation.

To the men of the CENTURY this standard bearer of New York Central service is a very living thing—a thoroughbred of the rails.

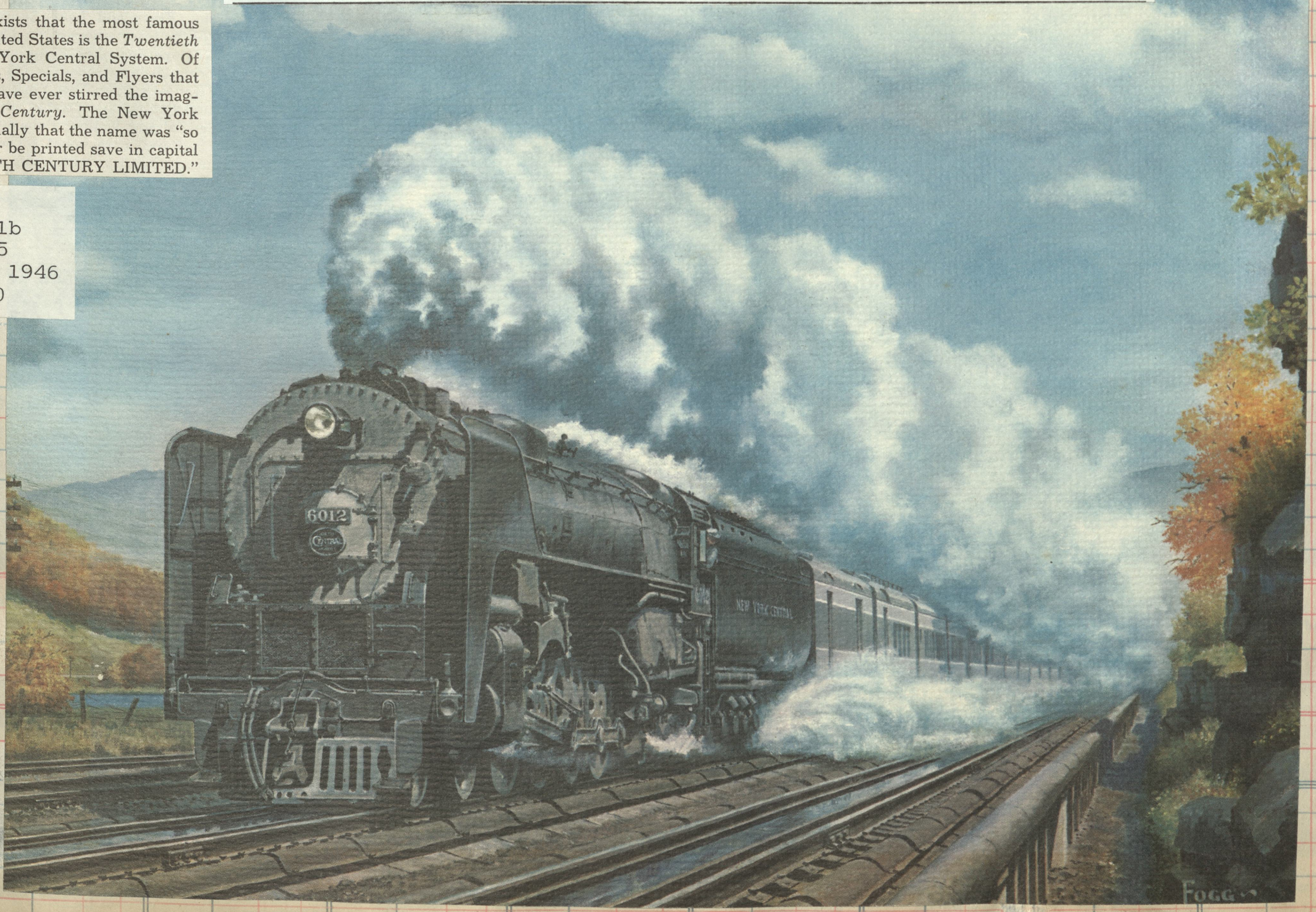
NEW YORK CENTRAL LINES

NEW YORK CENTRAL

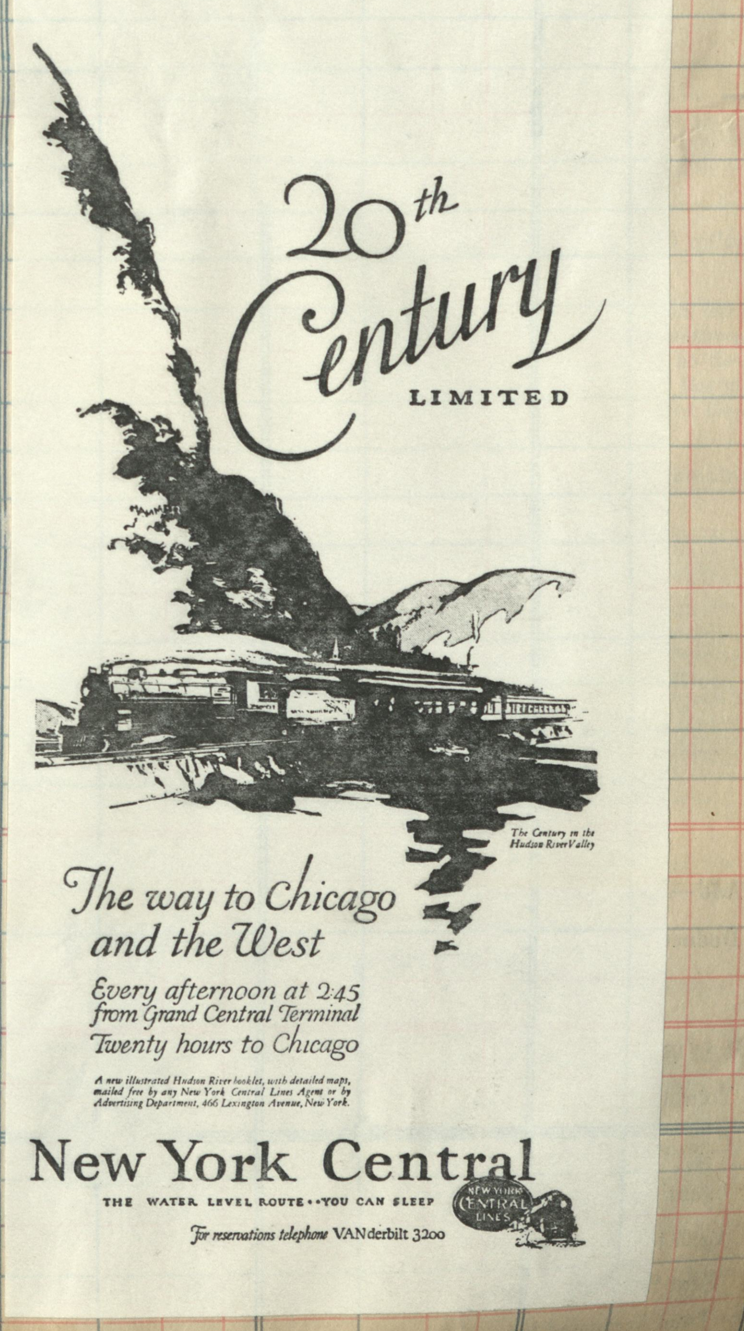
"THE GREATEST TRAIN IN THE WORLD"

1 LITTLE ARGUMENT exists that the most famous passenger train in the United States is the *Twentieth Century Limited* of the New York Central System. Of the many hundreds of Limiteds, Specials, and Flyers that have traversed the land, few have ever stirred the imagination as has the *Twentieth Century*. The New York *Evening World* once said editorially that the name was "so magnificent that it should never be printed save in capital letters, thus: THE TWENTIETH CENTURY LIMITED."

6012
Class S-1b
6001-6025
Schenectady 1946
c/n 73790



NEW YORK CENTRAL LINES **TWENTIETH CENTURY**


The Century in the Hudson River Valley

20th Century LIMITED

The way to Chicago and the West

Every afternoon at 2:45
from Grand Central Terminal
Twenty hours to Chicago

A new illustrated Hudson River booklet, with detailed maps, mailed free by any New York Central Lines Agent or by Advertising Department, 466 Lexington Avenue, New York.

New York Central
THE WATER LEVEL ROUTE • • YOU CAN SLEEP
NEW YORK CENTRAL LINES
For reservations telephone VANderbilt 3200

4

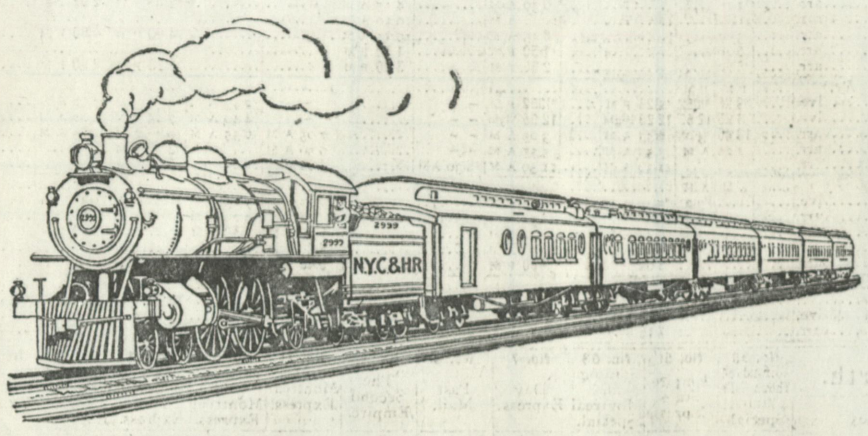
"THE BUSY MAN'S TRAIN."

NEW YORK CENTRAL LINES

IT SAVES A DAY.

"The 20th Century Limited"

Via the New York Central and Lake Shore.



THE NEW YORK CENTRAL'S 20TH CENTURY LIMITED.

FASTEST LONG DISTANCE TRAIN IN THE WORLD.

This is *The* Century of all the ages. The New York Central's eighteen-hour train between New York and Chicago (the two great commercial centers of America) is *The* train of the century, and is appropriately named "THE TWENTIETH CENTURY LIMITED." The cars comprising this train are of the highest standard and were built by the Pullman Company expressly for this service.

◆ ◆ ◆

EQUIPMENT.

Combination Buffet, Smoking and Library Car.

Private Compartment Stateroom, Sleeping and Observation Car.

Twelve Section and Drawing-Room Sleeping Cars.

Dining Cars, serving all meals.

This train is heated by steam and lighted throughout by electricity.

SCHEDULE.

Leaves Grand Central Station, New York . 3 30 p.m.
Arrives Chicago, via Lake Shore Ry. . . . . 8 30 a.m.

Leaves Chicago, via Lake Shore Ry. . . . . 2 30 p.m.
Leaves Cincinnati, via Big Four Route . . . 3 00 p.m.
Arrives Grand Central Station, New York . 9 30 a.m.

Official Guide July 1905

THE

"20th Century Limited."

EVERY DAY IN THE YEAR, BETWEEN

NEW YORK and CHICAGO

Via NEW YORK CENTRAL and LAKE SHORE.

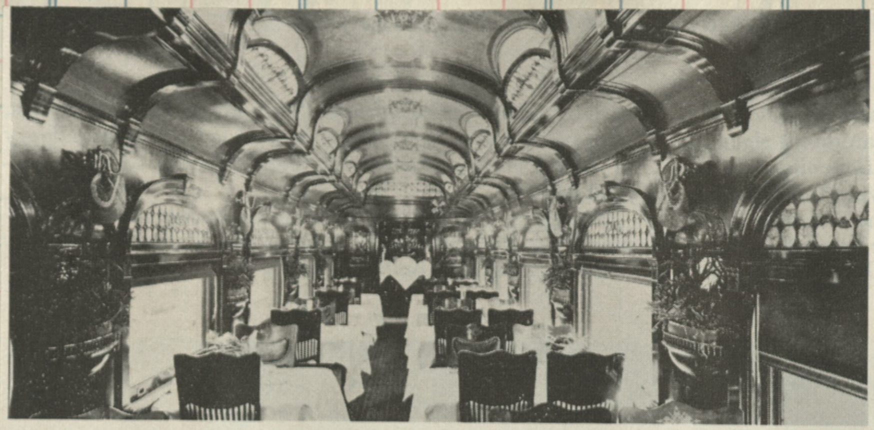
980 MILES IN 20 HOURS.

Fastest Long Distance Train in the World, will be placed in service June 15th, 1902.

Leave Grand Central Station, New York, 2:45 Every Afternoon.
Arrive Grand Central Station, Chicago, 9:45 Next Morning.

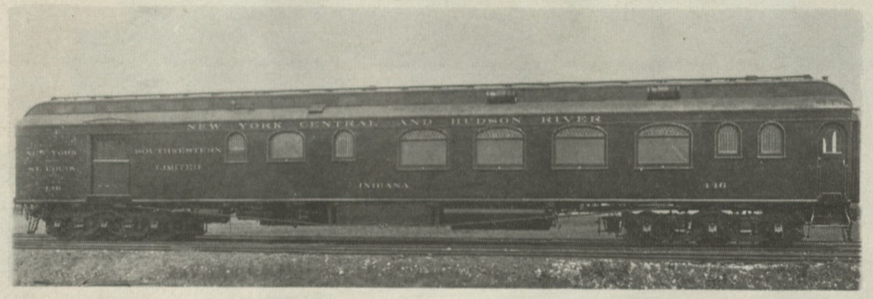
Leave Grand Central Station, Chicago, 12:30 Noon.
Arrive Grand Central Station, New York, 9:30 Next Morning.

IT SAVES A DAY

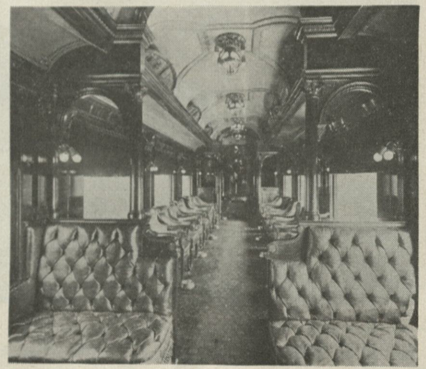


New York Central.

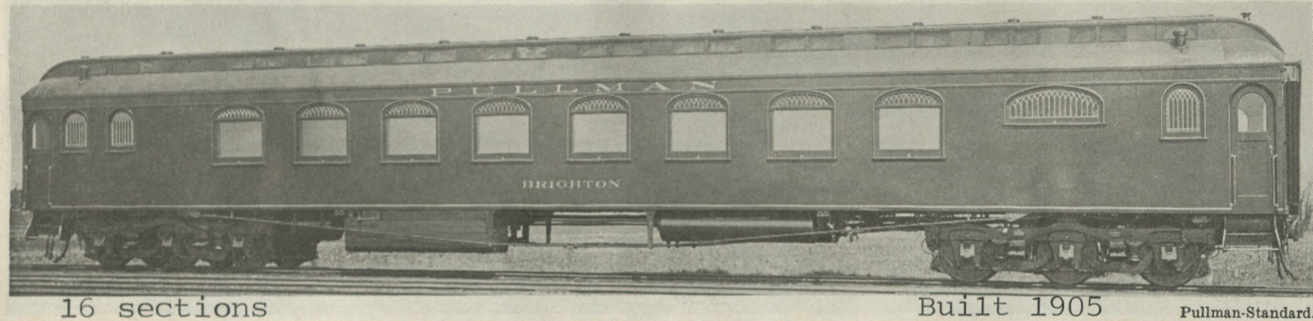
DINING CAR outshopped by Pullman for Century had five tables seating four persons, five tables seating two; was "attractively finished in Santiago mahogany. All equipment, linen, silverware, crockery were manufactured to order." Ferns flourished in wall niches.



Pullman-Standard.



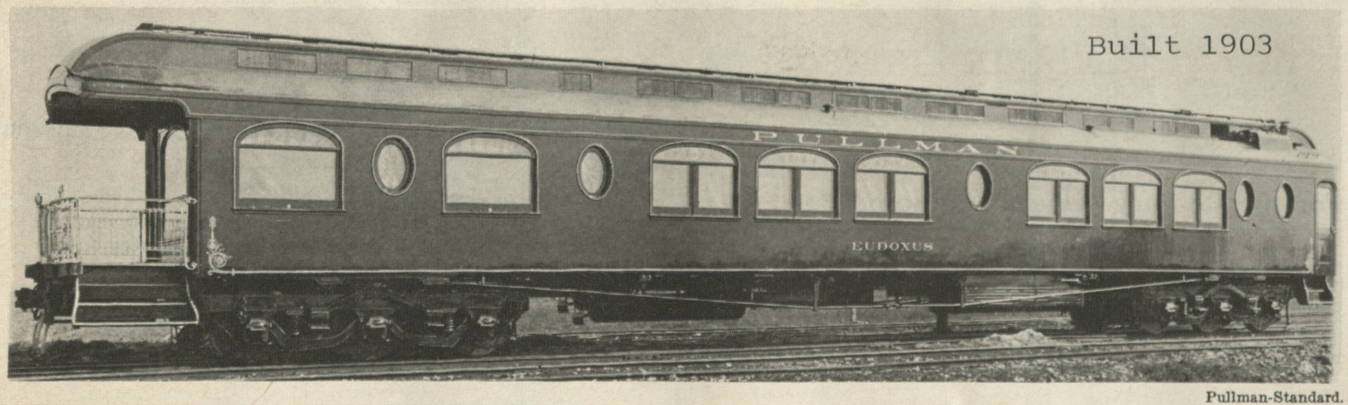
↗**INDIANA**, with smoking room→, sections for card playing, library, barbershop, bathroom, and buffet, was one of series built in 1904 by Pullman for Century and Southwestern.



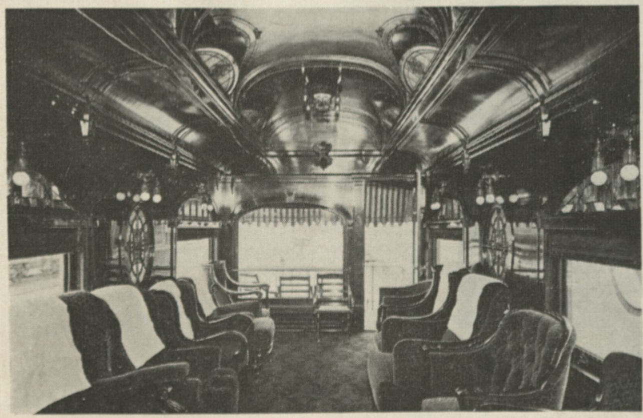
16 sections Built 1905

Pullman-Standard.

Built 1903

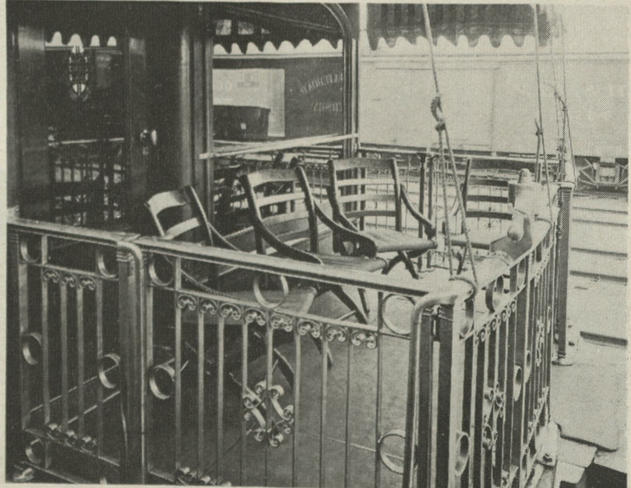


Pullman-Standard.

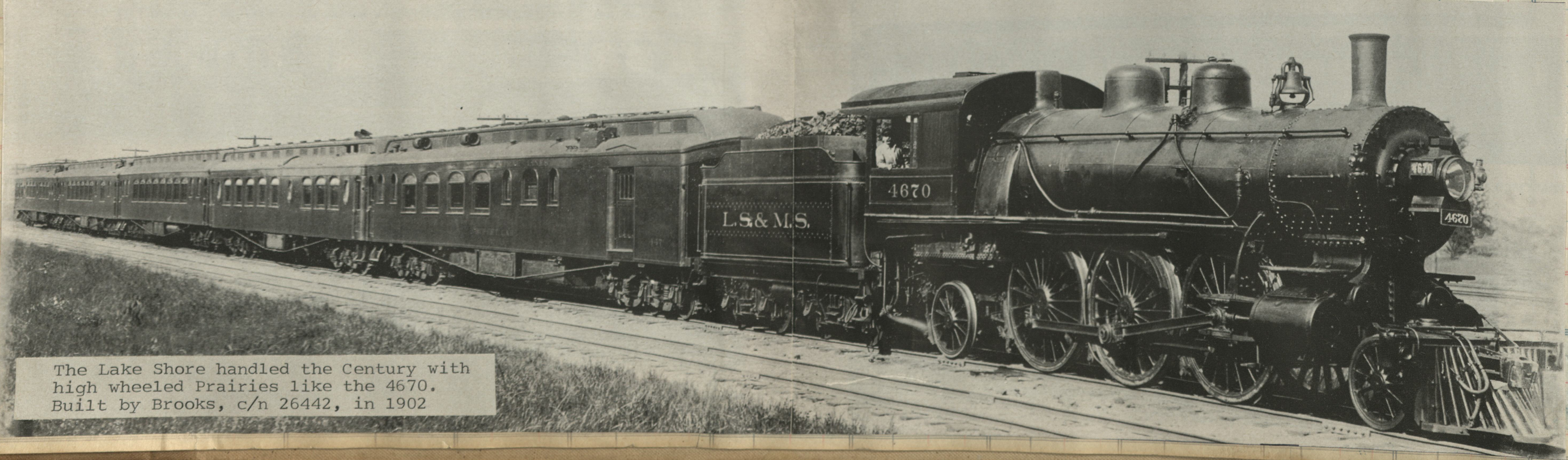


New York Central.

OBSERVATION CARS accommodated passengers in 5 compartments, 1 drawing room, and roomy-chaired observation parlor.

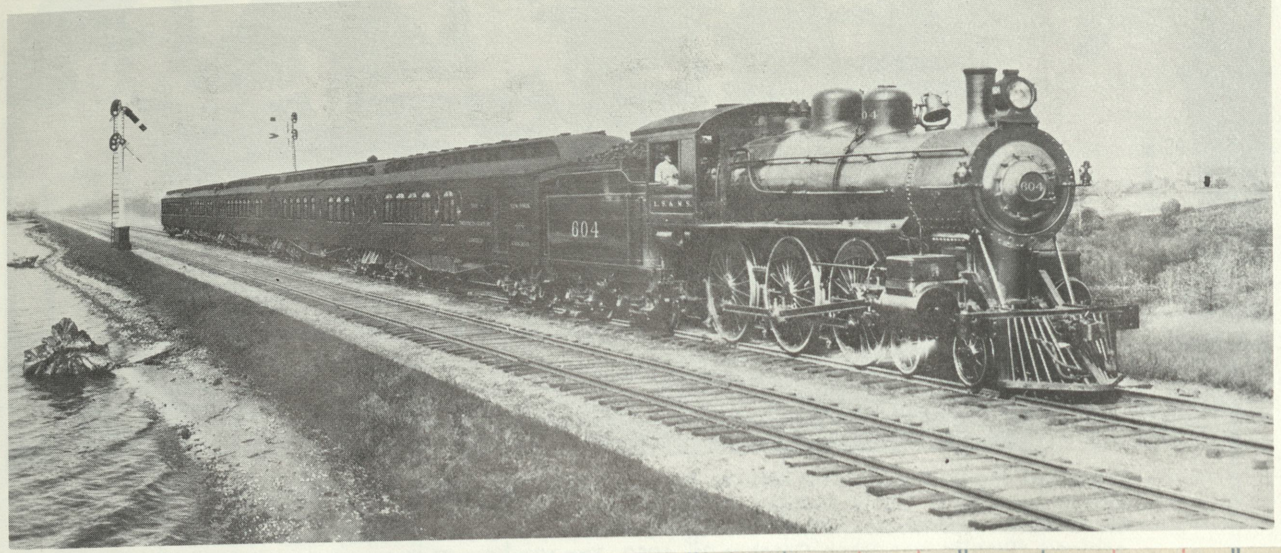


"A LARGE observation platform affords an exceptional opportunity for viewing the scenery en route" from rear of Proclus.

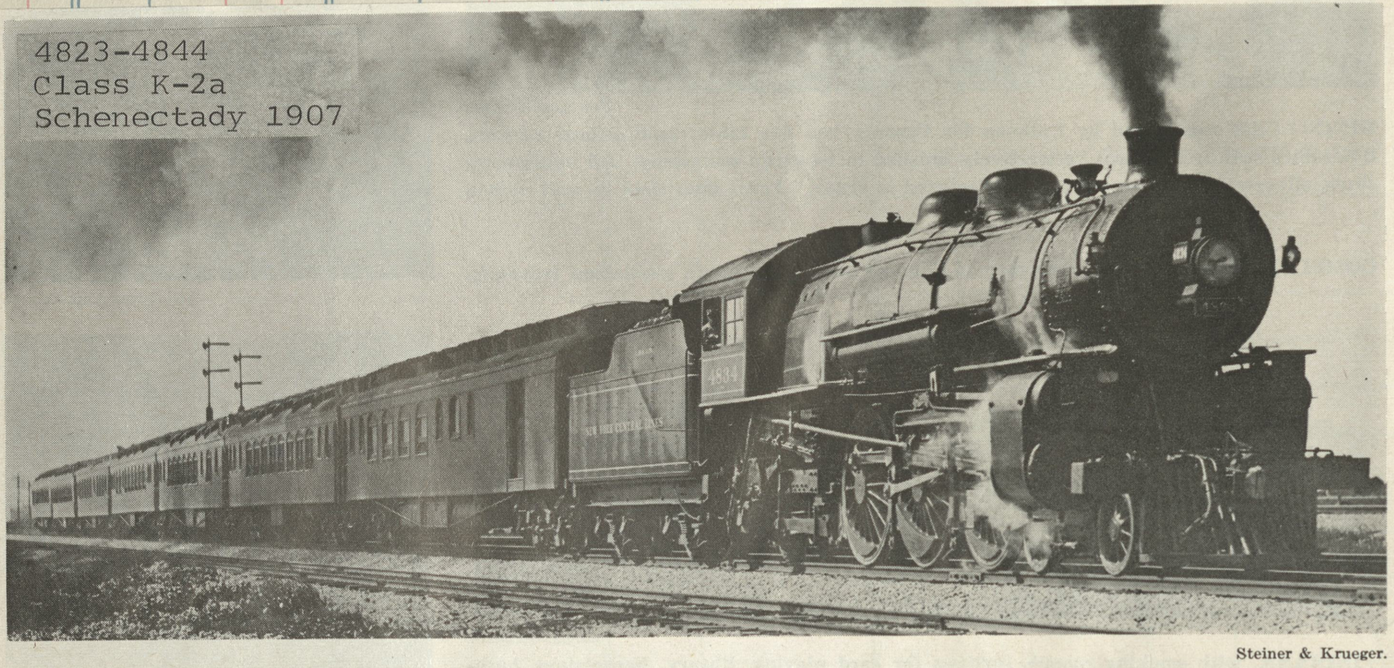


The Lake Shore handled the Century with high wheeled Prairies like the 4670. Built by Brooks, c/n 26442, in 1902

Clos. No. No. Sold Amount Clos Amount



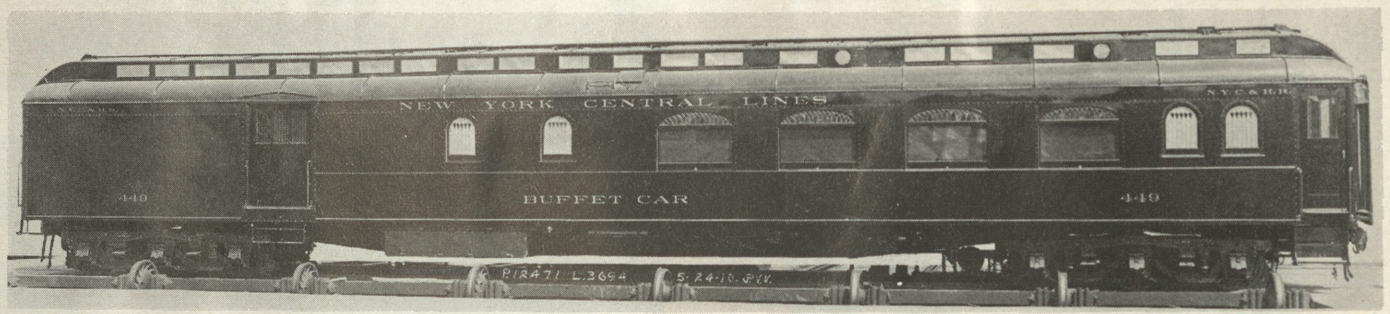
This shot was used for several years by the Lake Shore P/R Dept.
Ten wheeler 604 had 81" drivers, blt by Brooks 1899 c/n 3335



4823-4844
Class K-2a
Schenectady 1907

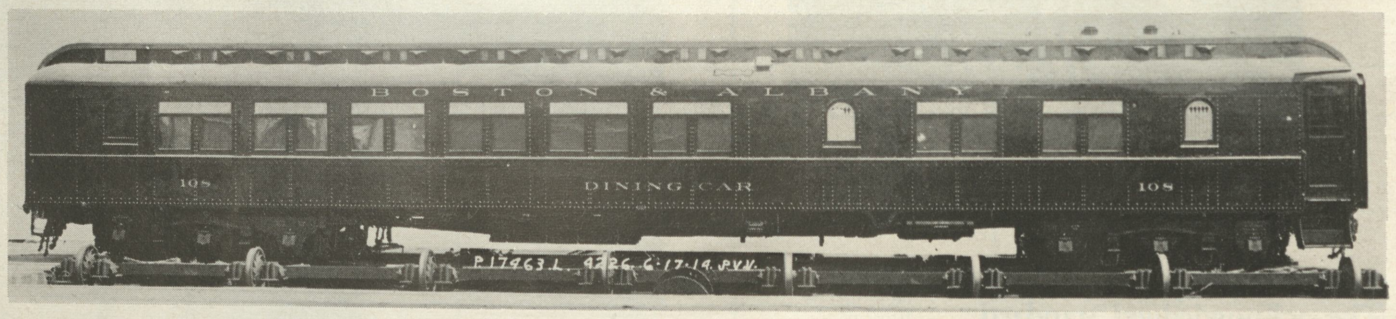
Steiner & Krueger.

K-2 PACIFIC 4834, lettered for Lake Shore & Michigan Southern, pounds through Whiting, Ind., with Twentieth Century in July 1909.



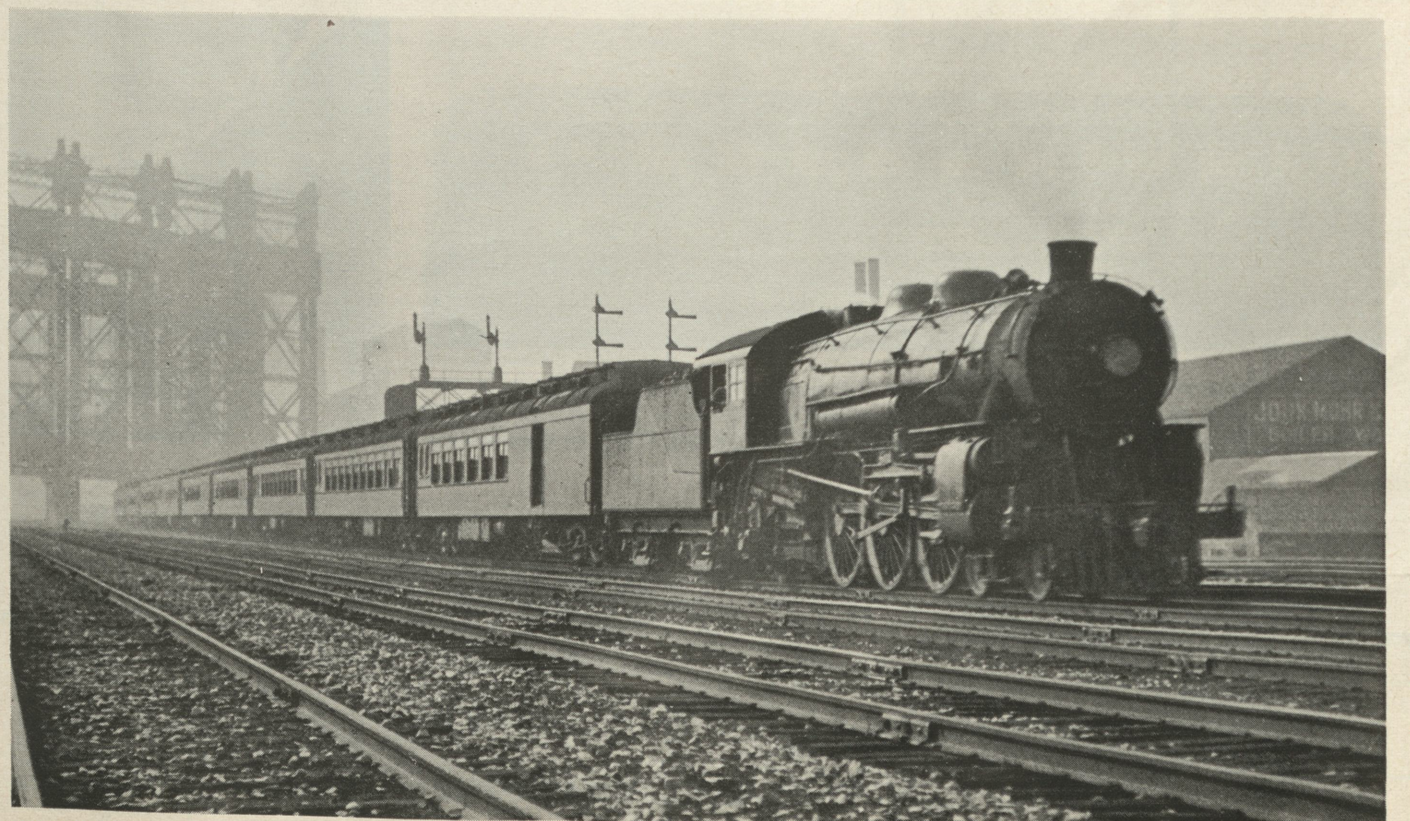
Pullman-Standard.

BUFFET CAR 449's steel panels were grooved to simulate wood to quell passengers' fears of being electrocuted in severe storms.

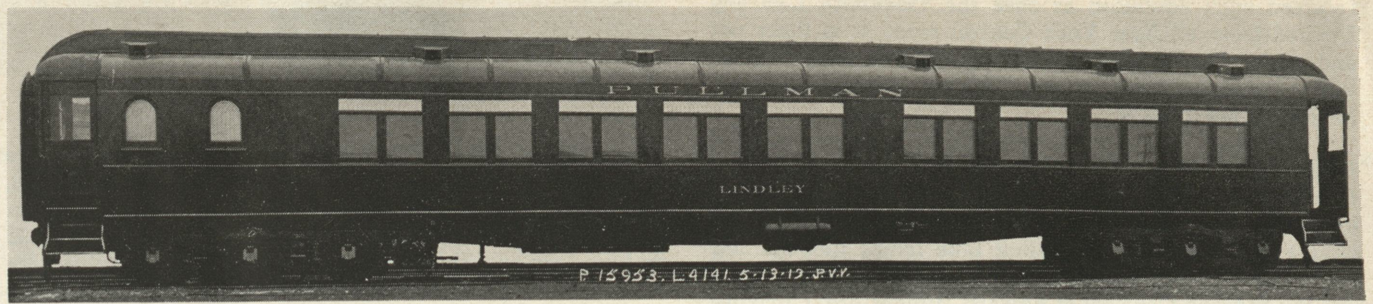


Pullman-Standard.

DINING CAR 108 (Pullman 1914) was built for Boston & Albany Century connection which operated Boston-Albany 1909 to 1938.

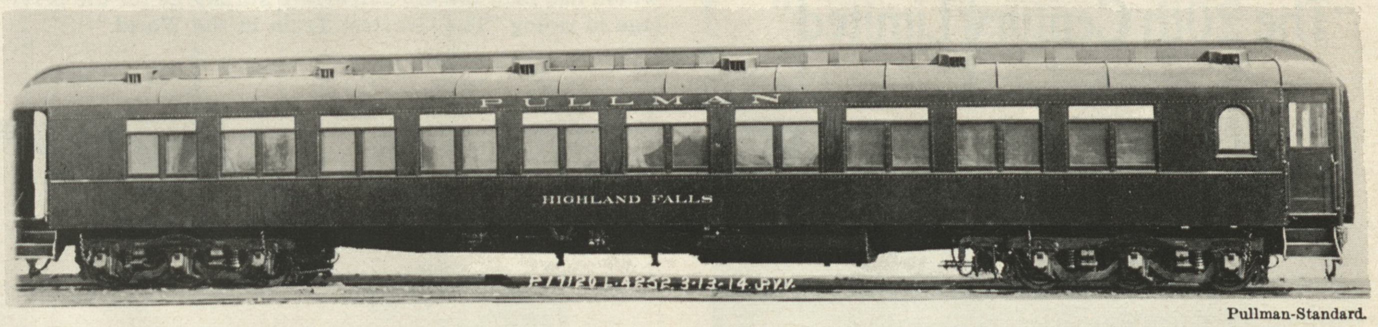


ABOUT the time guns of World War I boom, *Century* pulls through South Chicago, Ill., behind a 4-6-2. Observation car was withdrawn during war. A. W. Johnson.



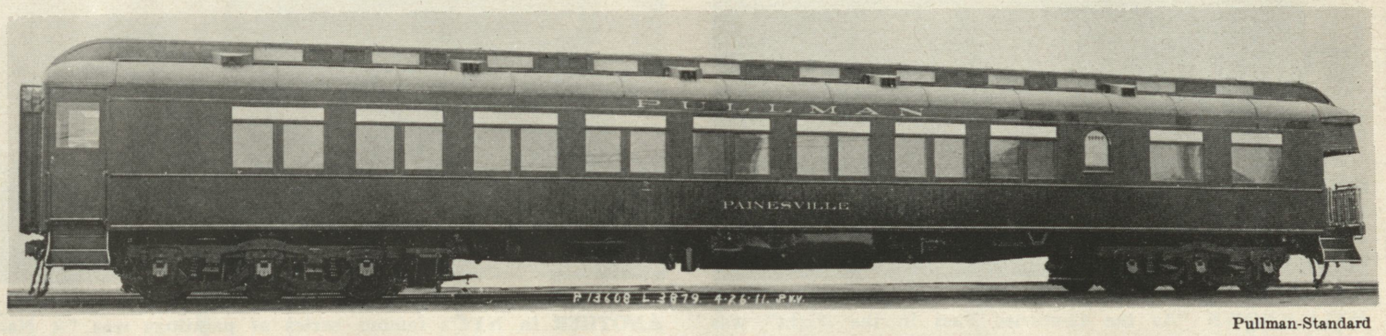
Pullman-Standard.

LINDLEY carried a modification of 12-1 configuration for additional private rooms: 10 sections, 2 compartments, 1 drawing room.



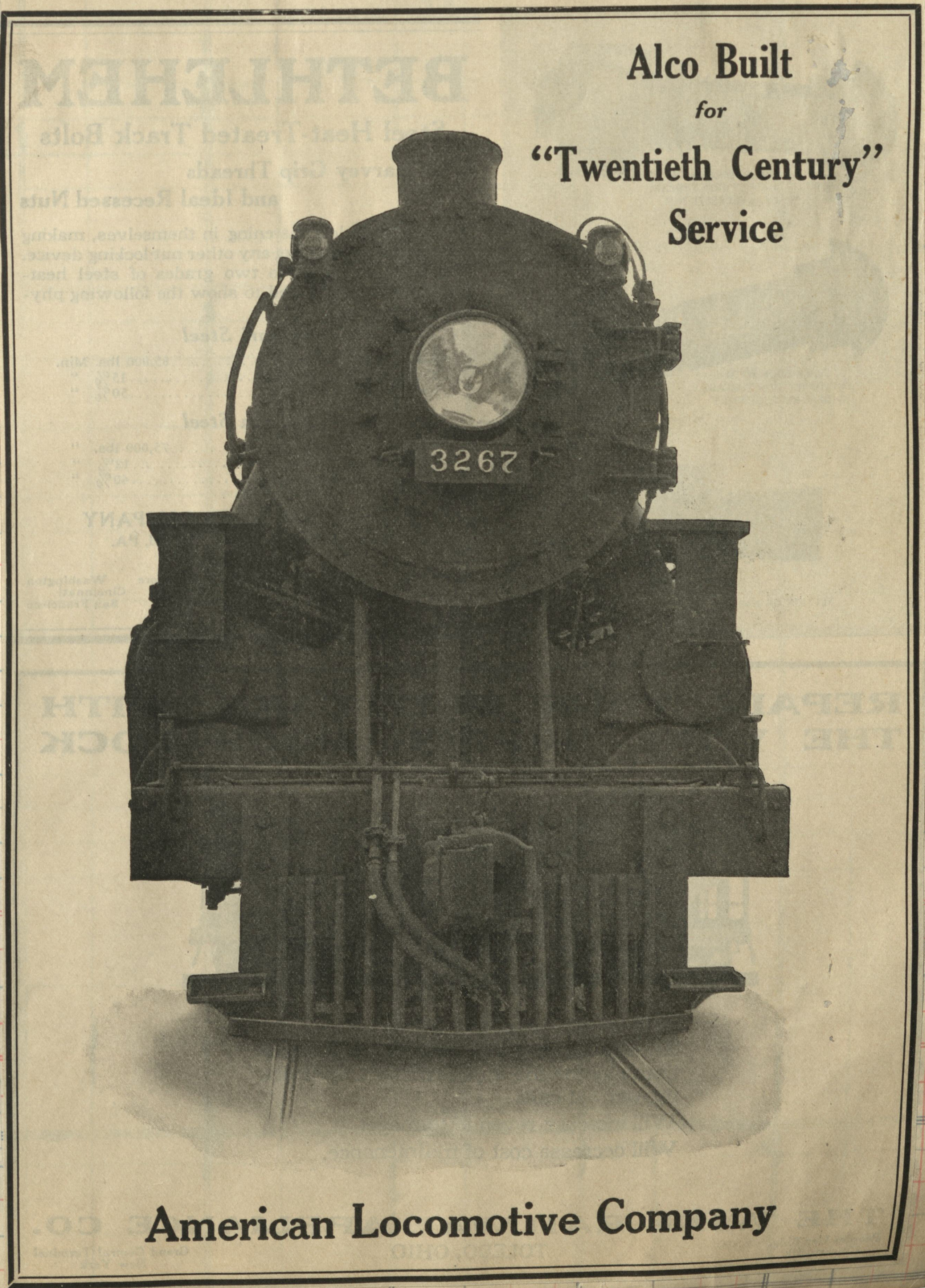
Pullman-Standard.

HIGHLAND FALLS, built in 1914, sported unusual floor plan — 10 compartments — designed specially for NYC's de luxe service.



Pullman-Standard

PAINESVILLE was ladies' car whose "maid in service . . . is an experienced manicurist." Included: 8 compartments, observation, lounge.

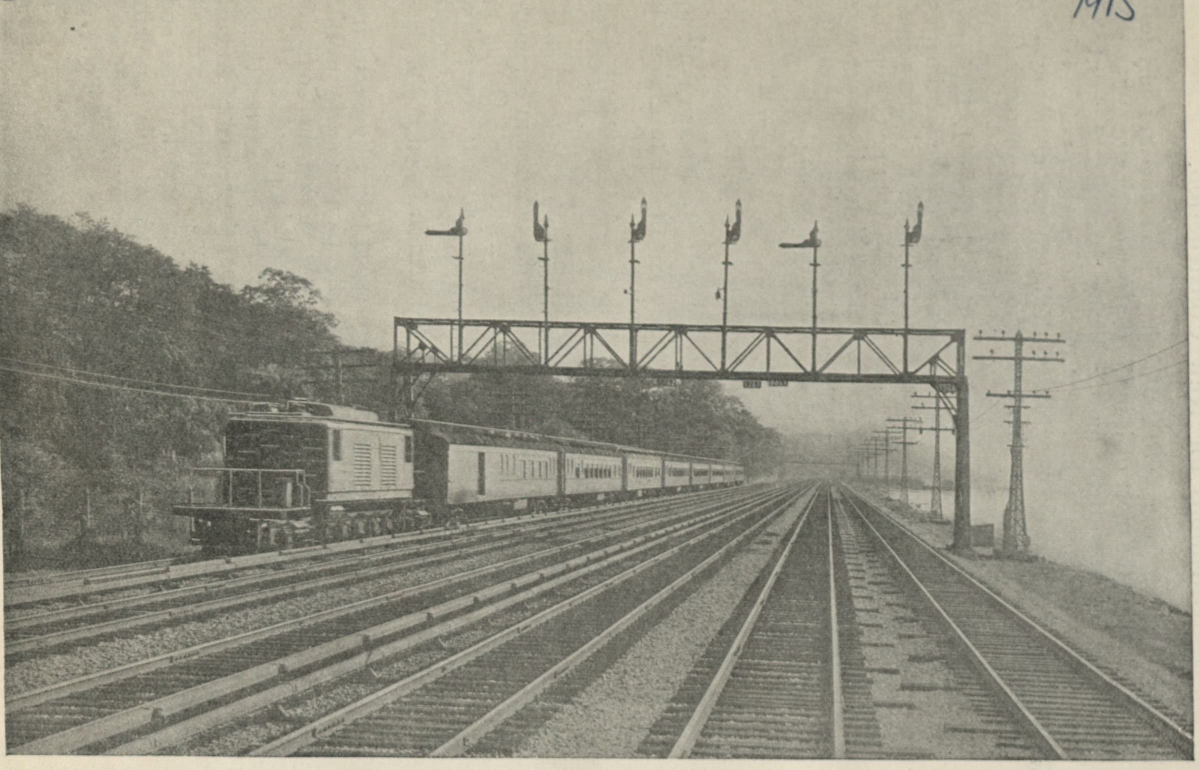


Alco Built
for
"Twentieth Century"
Service

American Locomotive Company

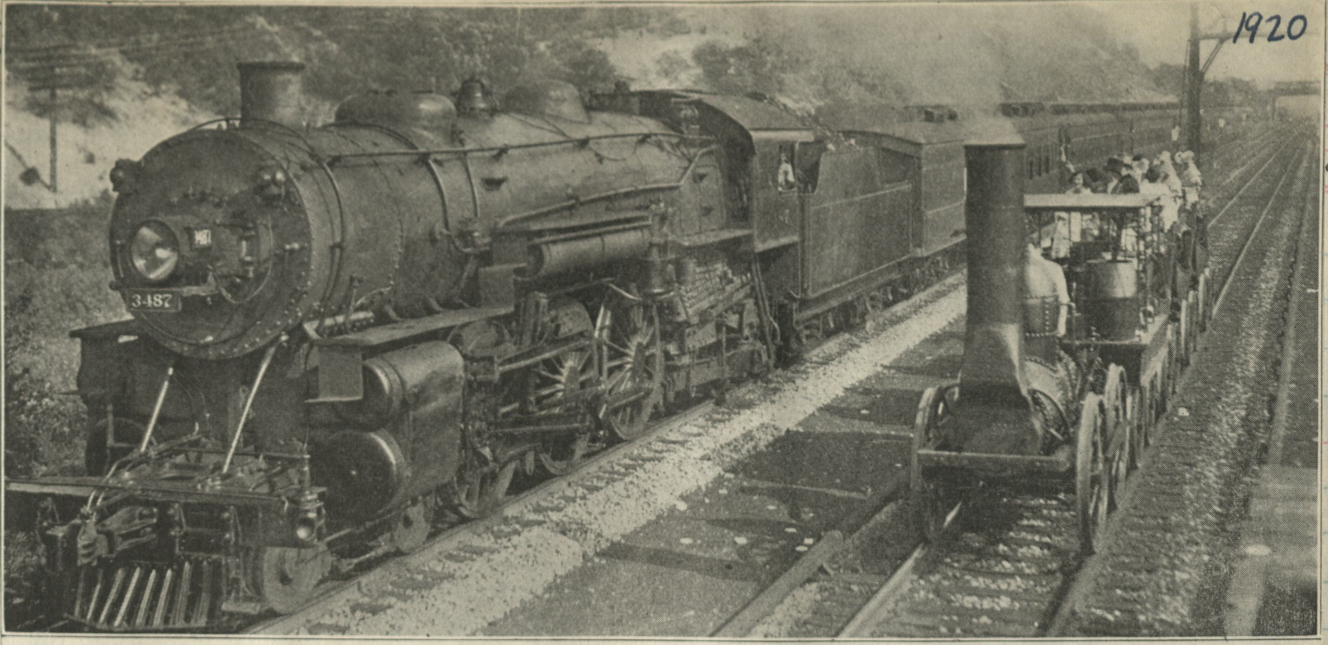
6

1915



The "Twentieth Century Limited" on Electric Division Near Riverdale.

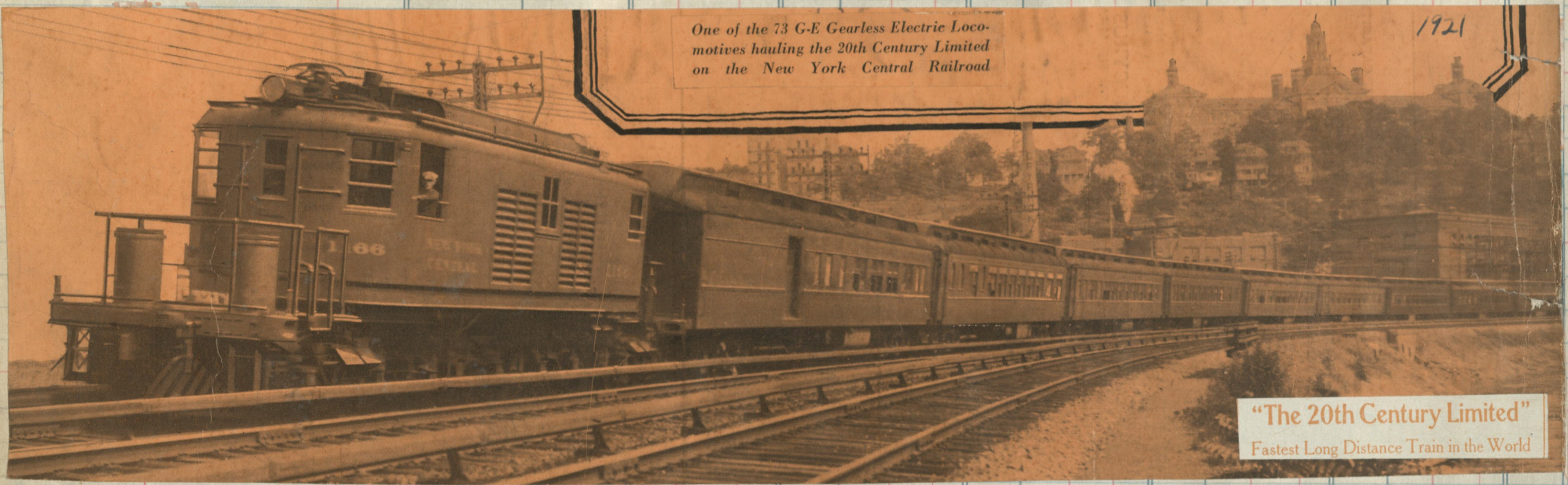
1920



Comparison of Early and Present Methods of Railroad Transportation. The Illustration Shows the Twentieth Century Limited of the New York Central and the DeWitt Clinton on Parallel Tracks.

Amount No. Sold Amount Clos. No. Sold Amount

1921

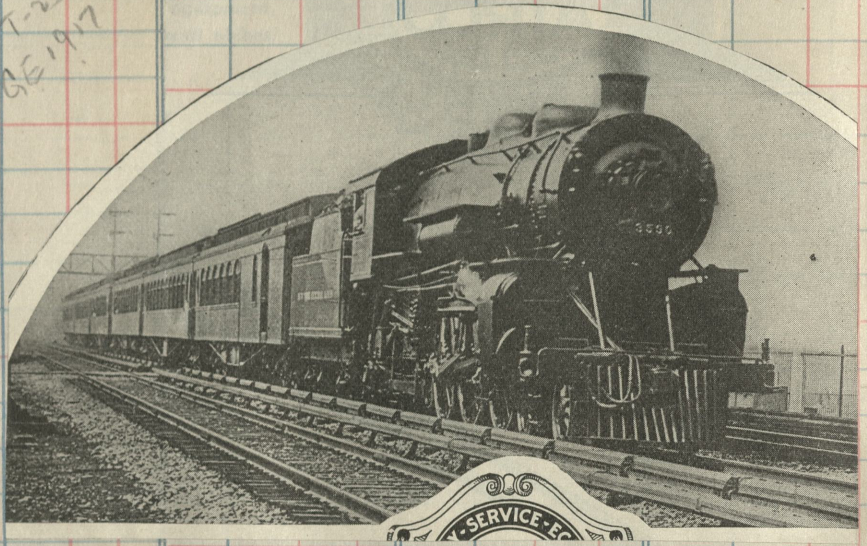


One of the 73 G-E Gearless Electric Locomotives hauling the 20th Century Limited on the New York Central Railroad

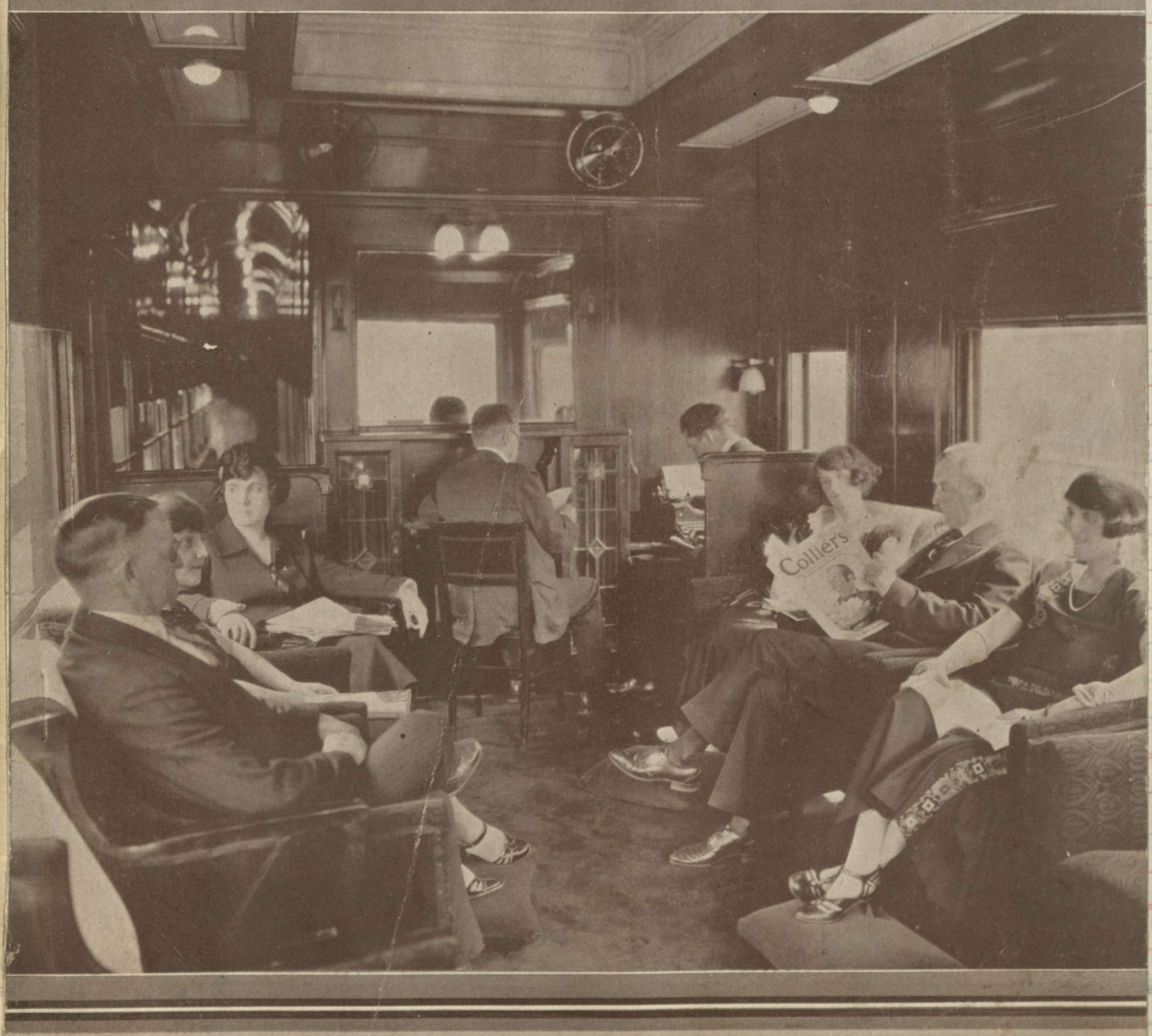
"The 20th Century Limited"

Fastest Long Distance Train in the World

T-23
GE 1917

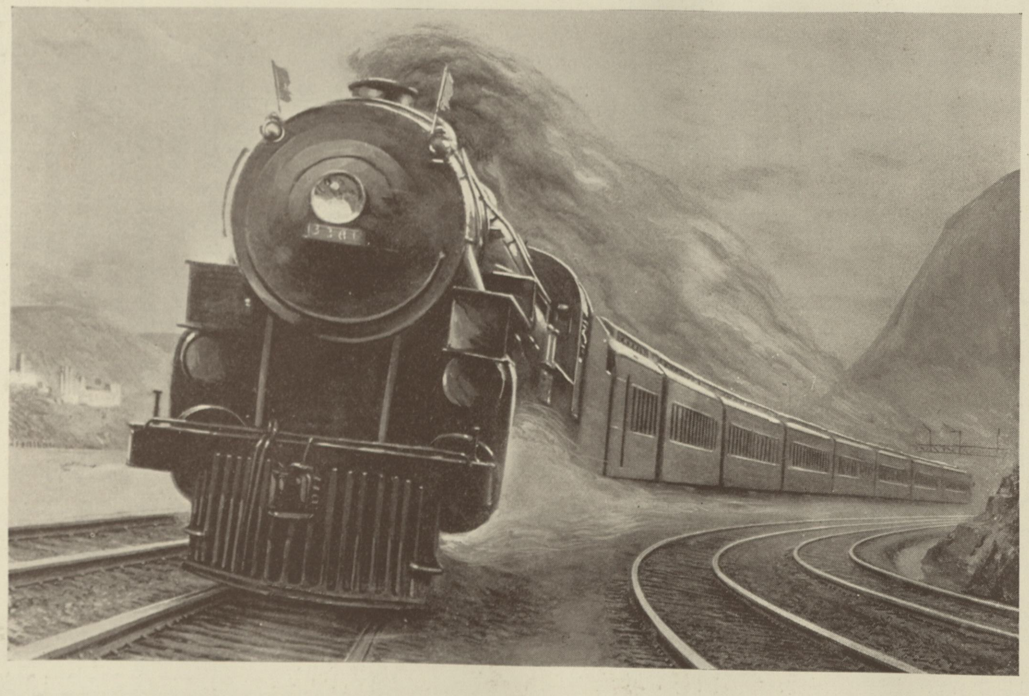


The Century near High Bridge, c 1910,
escorted by Pacific 3590 class K-2e
built at Schenectady 1908 c/n 45279



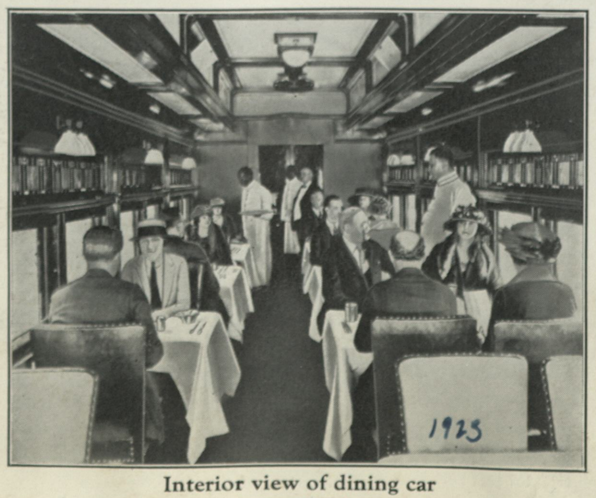
In the Observation Car of the Twentieth Century Limited 1923

1923



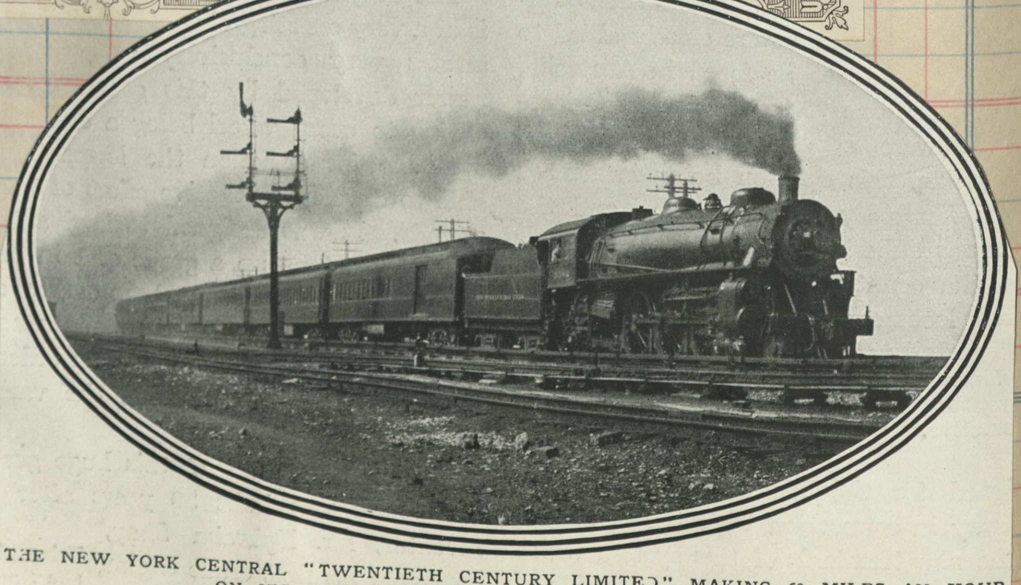
"The Greatest Train in the World"

From a painting by William Harnden Foster.
© 1922, N. Y. Central Railroad Co.



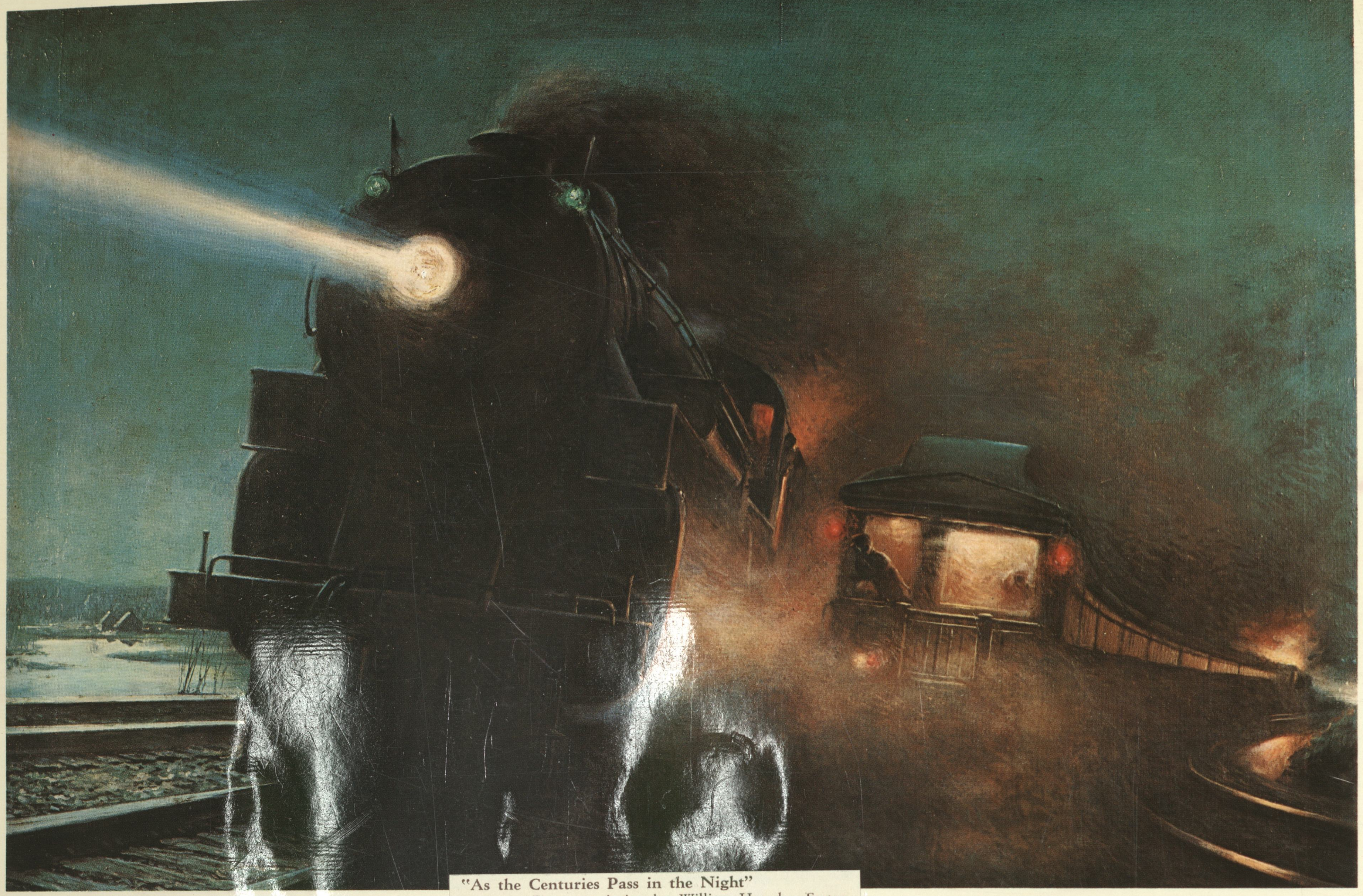
1923

Interior view of dining car

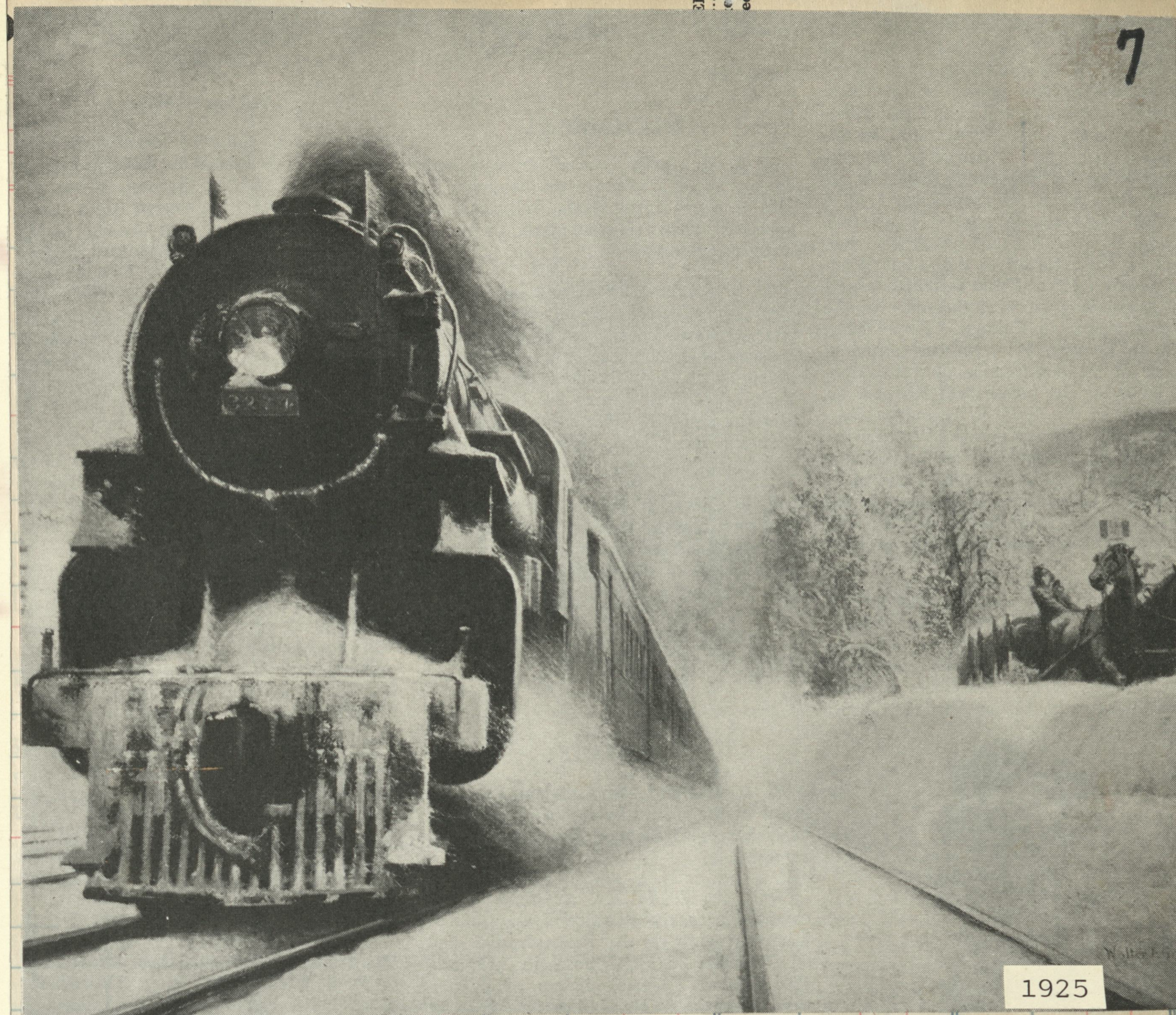


THE NEW YORK CENTRAL "TWENTIETH CENTURY LIMITED" MAKING 60 MILES AN HOUR ON ITS WAY FROM NEW YORK CITY TO CHICAGO.

Total Accounted for

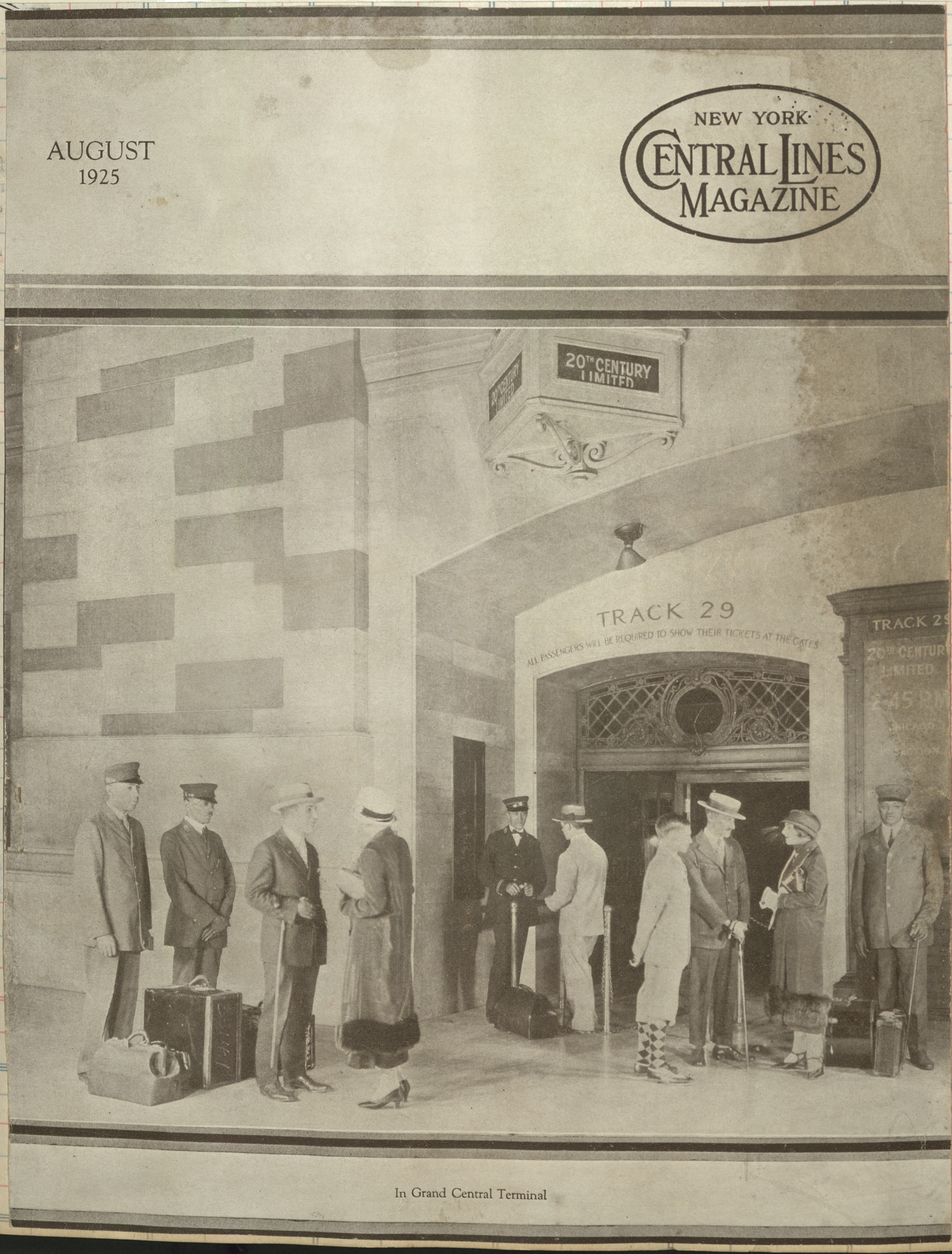


"As the Centuries Pass in the Night"
From a painting by William Harnden Foster.



1925

WHEN WINTER COMES Walter L. Green

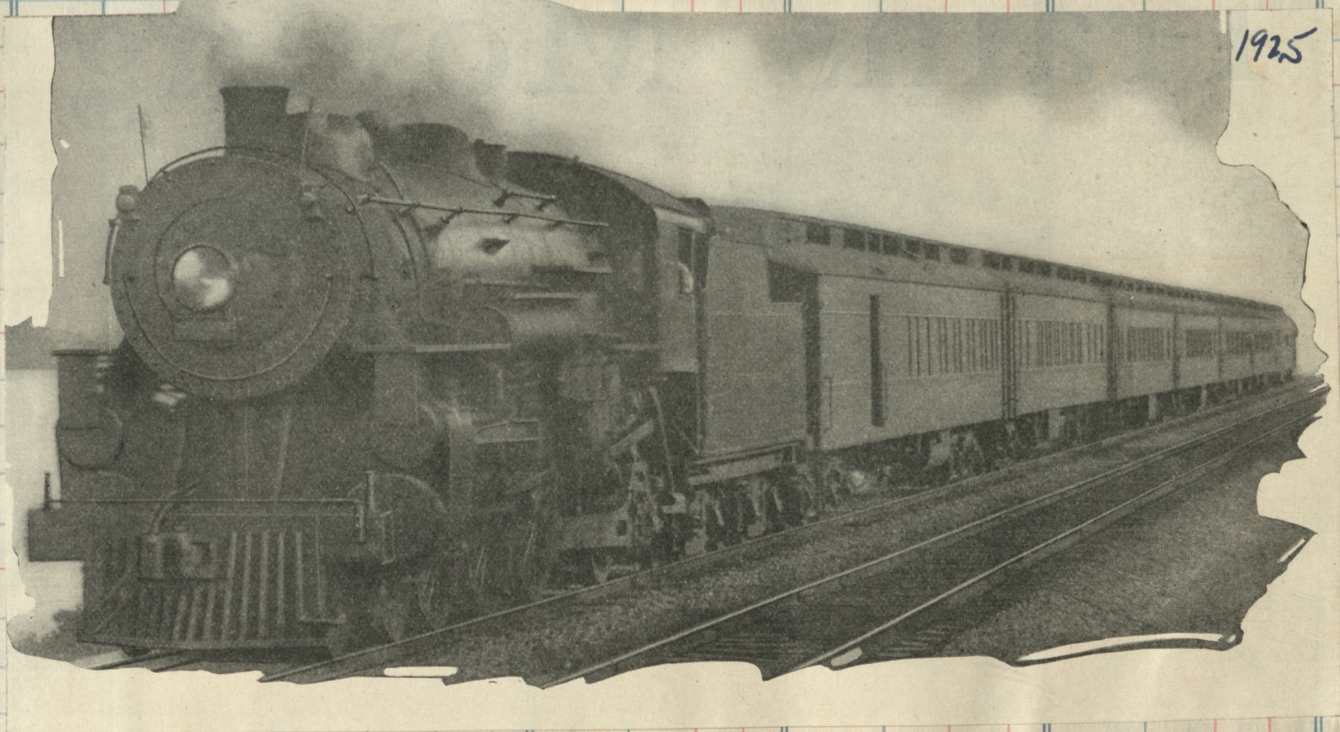

20th CENTURY LIMITED
TRACK 29
ALL PASSENGERS WILL BE REQUIRED TO SHOW THEIR TICKETS AT THE GATES
TRACK 29
20th CENTURY LIMITED

AUGUST
1925

NEW YORK
CENTRAL LINES
MAGAZINE

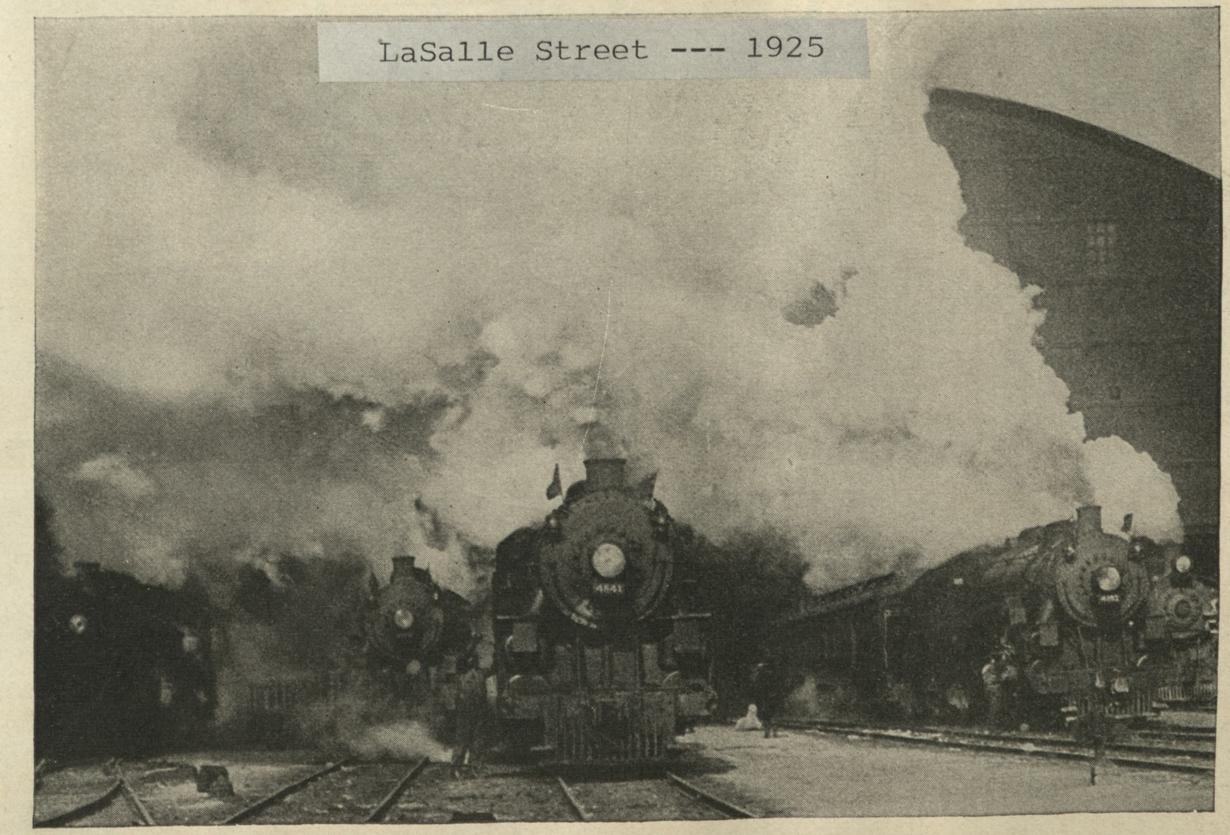
In Grand Central Terminal

1924



1925

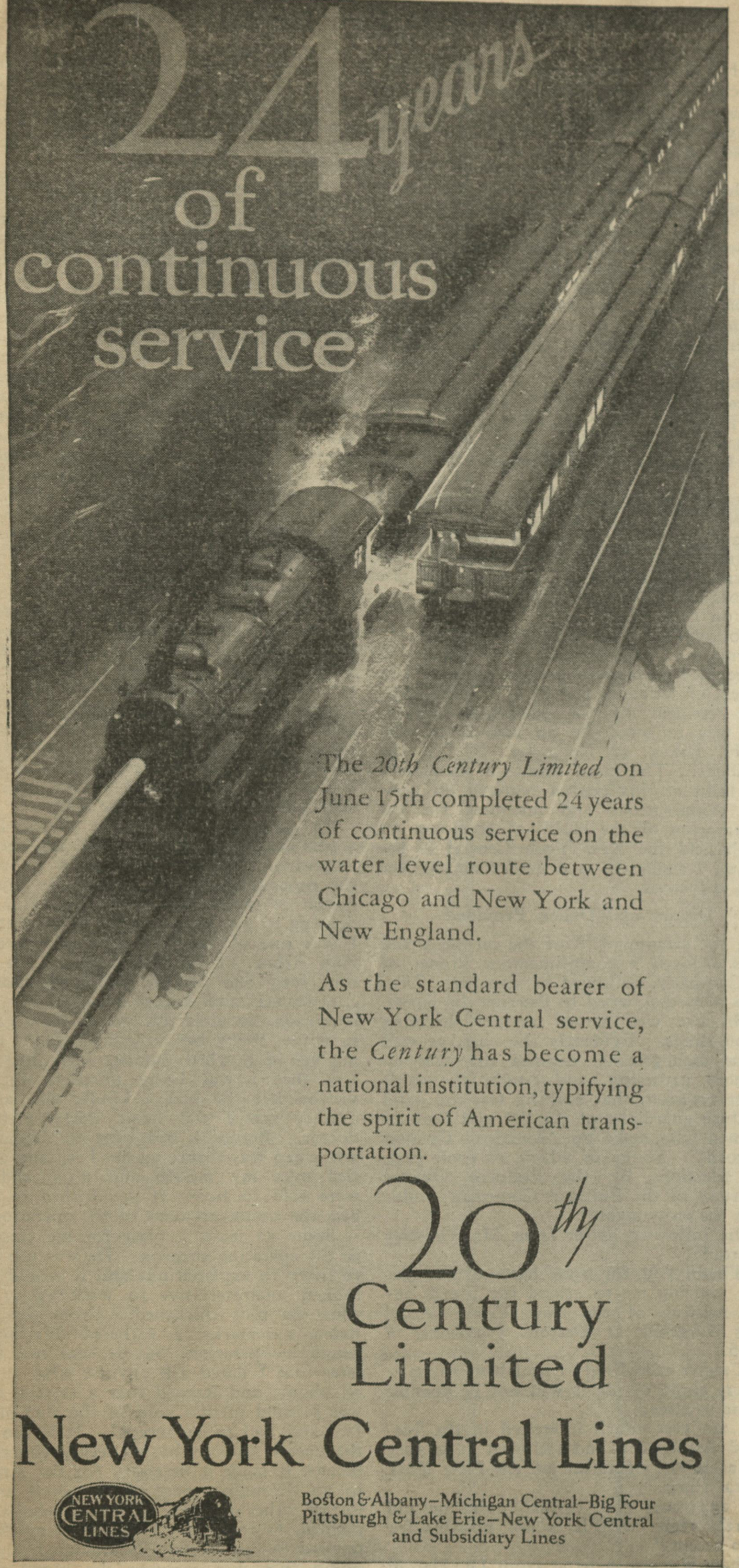
LaSalle Street --- 1925



Four sections of No 26

8

1926



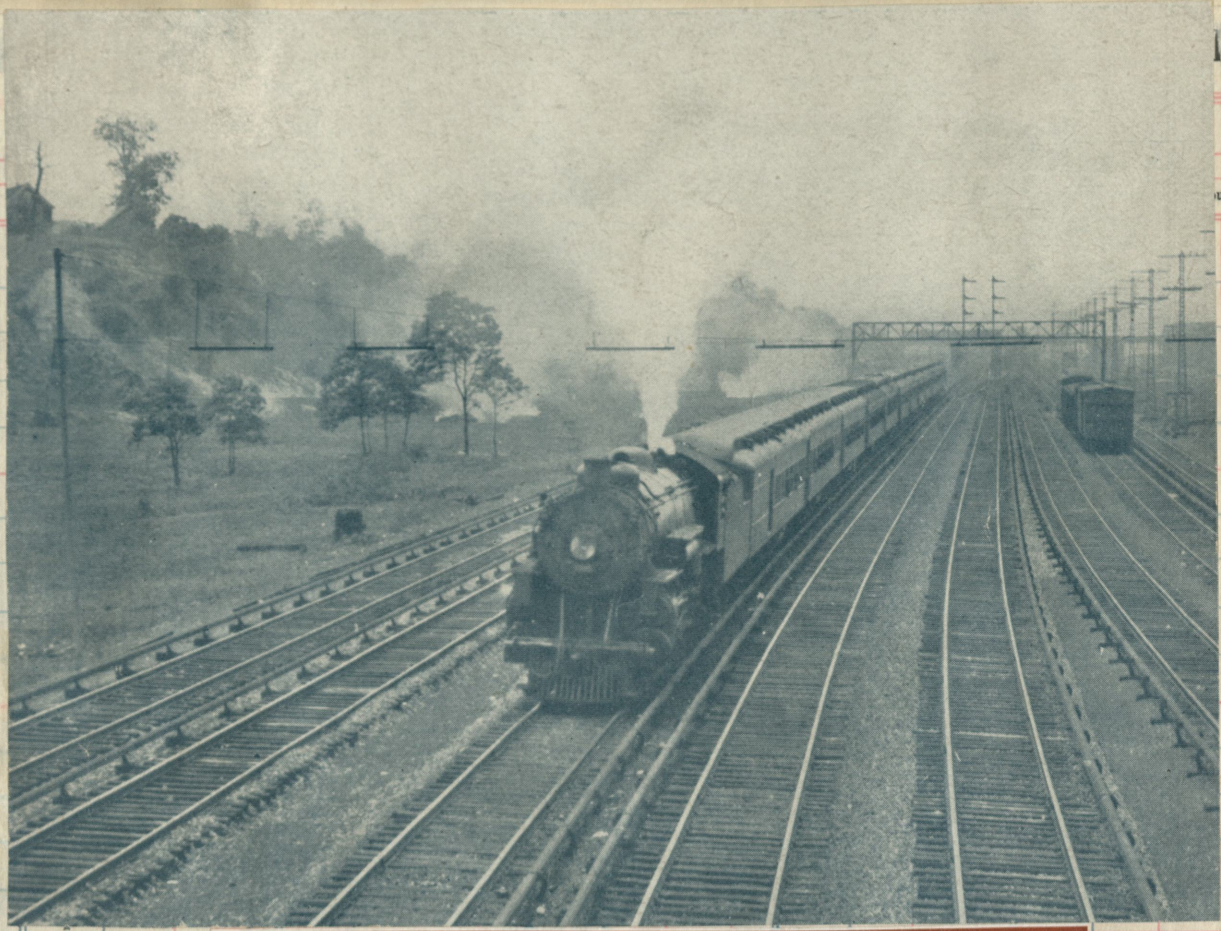
The *20th Century Limited* on June 15th completed 24 years of continuous service on the water level route between Chicago and New York and New England.

As the standard bearer of New York Central service, the *Century* has become a national institution, typifying the spirit of American transportation.

20th
Century
Limited

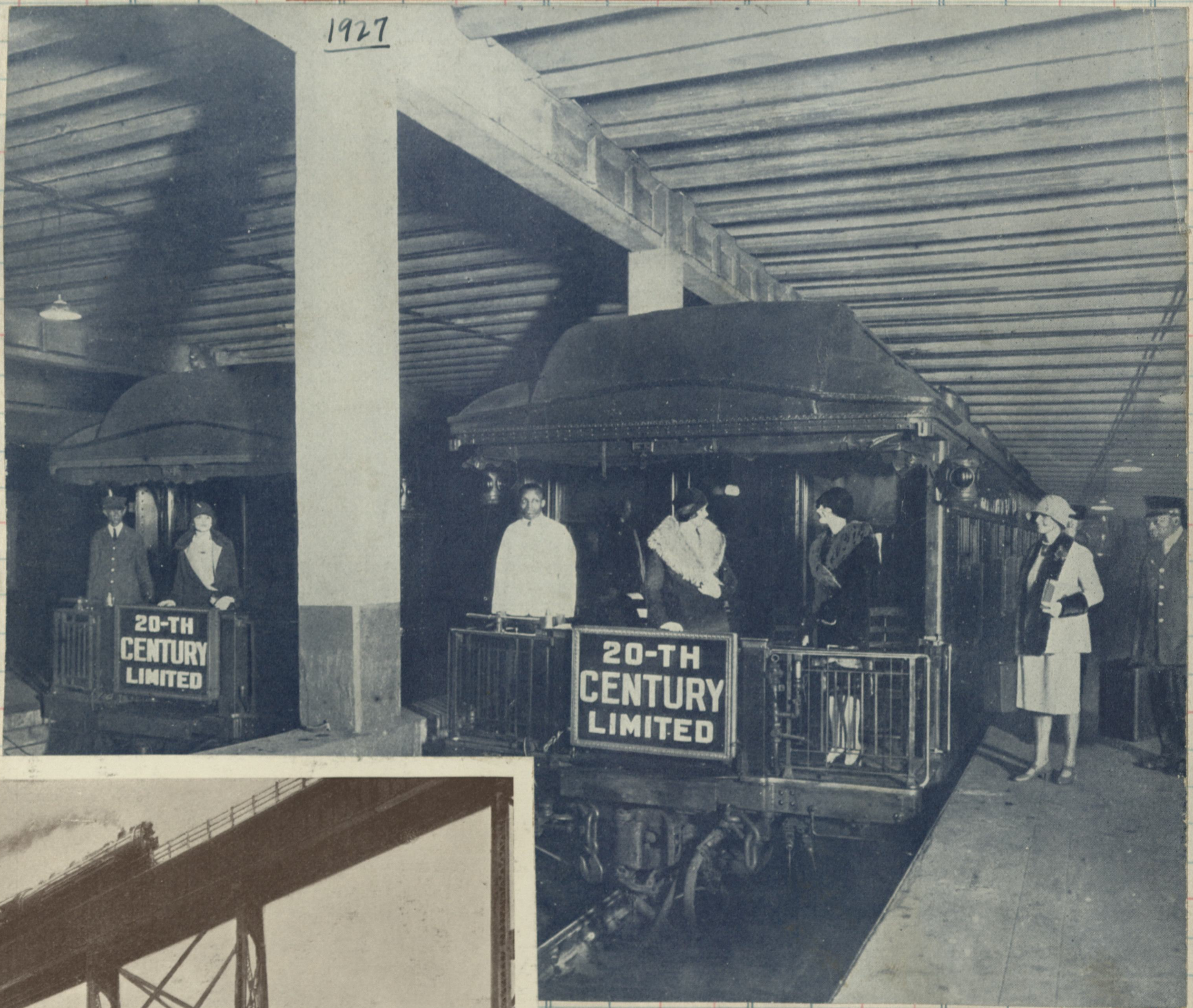
New York Central Lines

Boston & Albany—Michigan Central—Big Four
Pittsburgh & Lake Erie—New York Central
and Subsidiary Lines



Number 25 departing Harmon, c 1925

1927



- 1923 -

Thirty-two employees are required on one section, although the Railroad Conductor, Baggageman and Brakemen are changed seven times and the Engineer and Fireman eight times between New York and Chicago.

One Engineer
One Fireman
One Railroad Conductor
One Baggageman
Two Brakemen
One Pullman Conductor
Ten Porters
One Maid
One Barber
One Stenographer
One Steward
Four Cooks
Seven Waiters

Weight of steam engine including tender approximately	464,200 lbs.
Horsepower of steam engine	1,987 H.P.
Length over all	78 ft. 2¼ in.
Height from top of rail	14 ft. 10 in.

WEIGHT OF EQUIPMENT

Club Car	170,000 lbs.
Dining Car	168,000 lbs.
Sleeping Car	160,000 lbs.
Total weight of train approximately	1,500,000 lbs.

Coal consumed by steam engines between Harmon and Chicago approximately thirty-eight tons.

Five locomotives are required to haul one section of the Century from New York to Chicago (960 miles) *i.e.*

New York to Harmon	— 33 Miles	Electric
Harmon to Syracuse	—257 Miles	Steam
Syracuse to Buffalo	—148 Miles	Steam
Buffalo to Toledo	—288 Miles	Steam
Toledo to Chicago	—234 Miles	Steam

The cost of the equipment necessary to maintain a train of this character in service amounts to millions of dollars. To furnish some idea of the money invested, the cost of only one section is given below:

Electric Locomotive	New York to Harmon	$110,000
Steam Engine	Harmon to Syracuse	61,500
Steam Engine	Syracuse to Buffalo	61,500
Steam Engine	Buffalo to Toledo	61,500
Steam Engine	Toledo to Chicago	61,500
Mail Car	New York to Chicago	24,000
Club Car	New York to Chicago	50,000
Dining Car	New York to Syracuse	50,500
Dining Car	Toledo to Chicago	50,500
Observation Sleeper	New York to Chicago	50,000
Eight Sleeping Cars	New York to Chicago at 50,000 each	400,000
	Total	$981,000

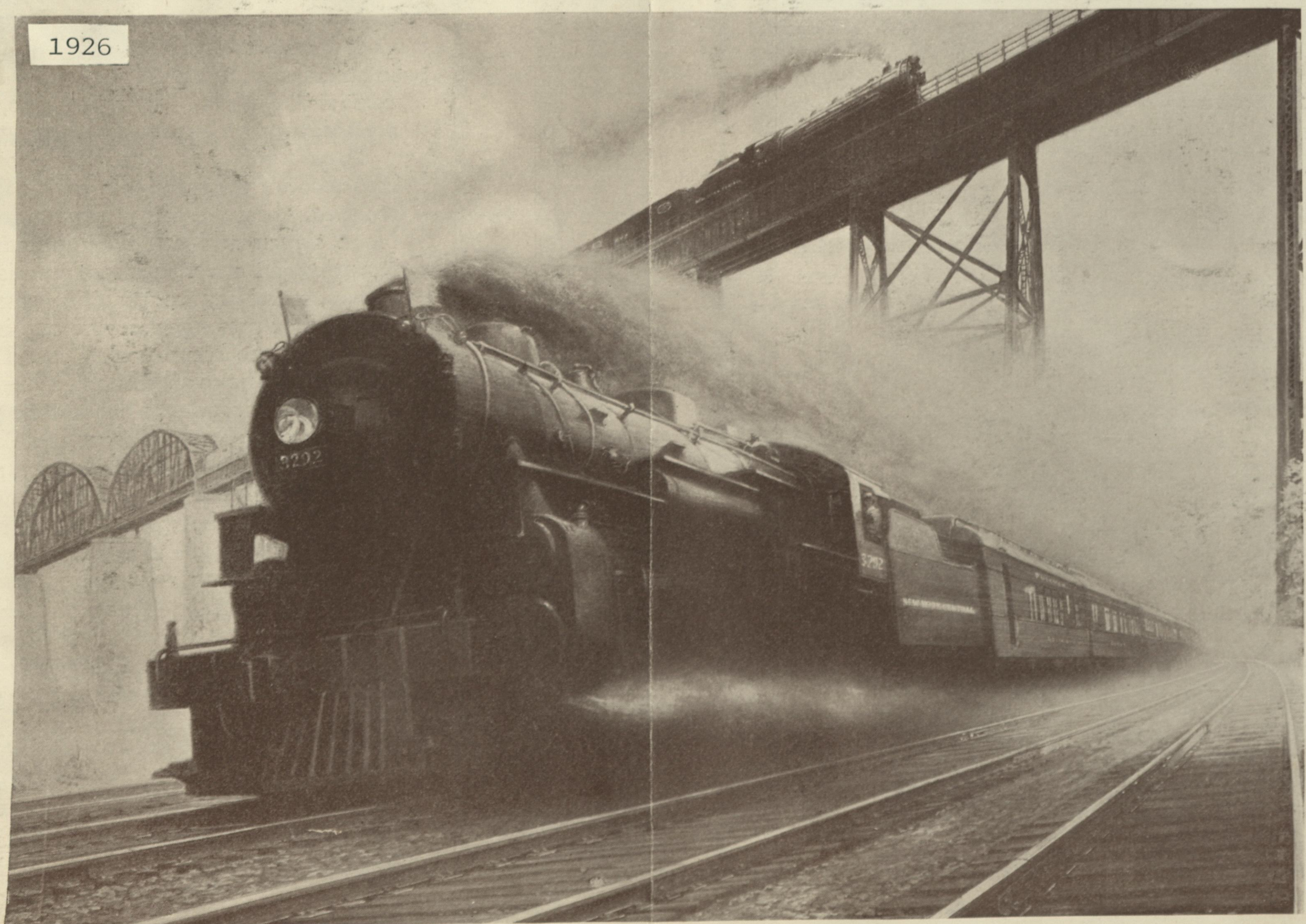
Centrally Located Terminals

NEW YORK: *Grand Central Terminal*—located in the heart of the city at Park Avenue and 42nd St.

CHICAGO: *La Salle Street Station*—directly on the Loop at La Salle and Van Buren Streets . . . Chicago's business center

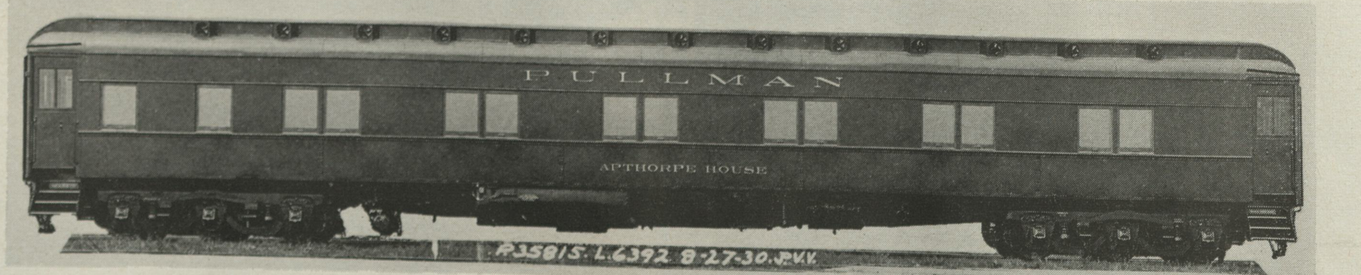
Central Station—on the lake front, Michigan Boulevard at Roosevelt Road.

1926



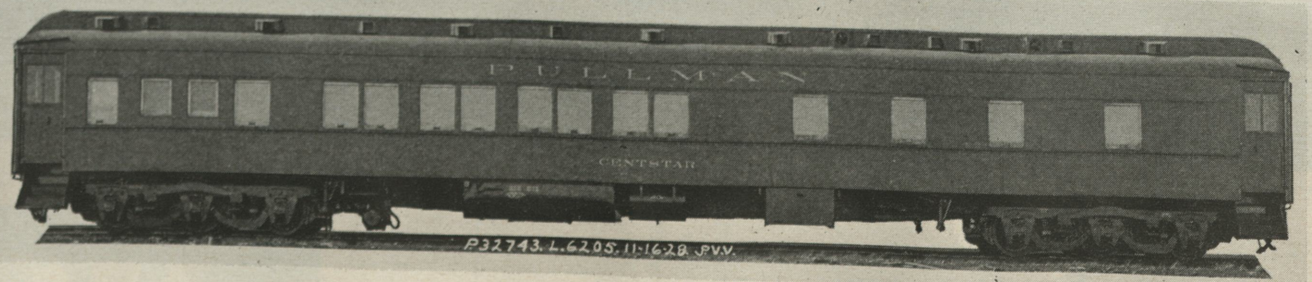
© 1925, New York Central Railroad Co.

The Twentieth Century Limited—"A National Institution," from painting by Walter L. Greene.



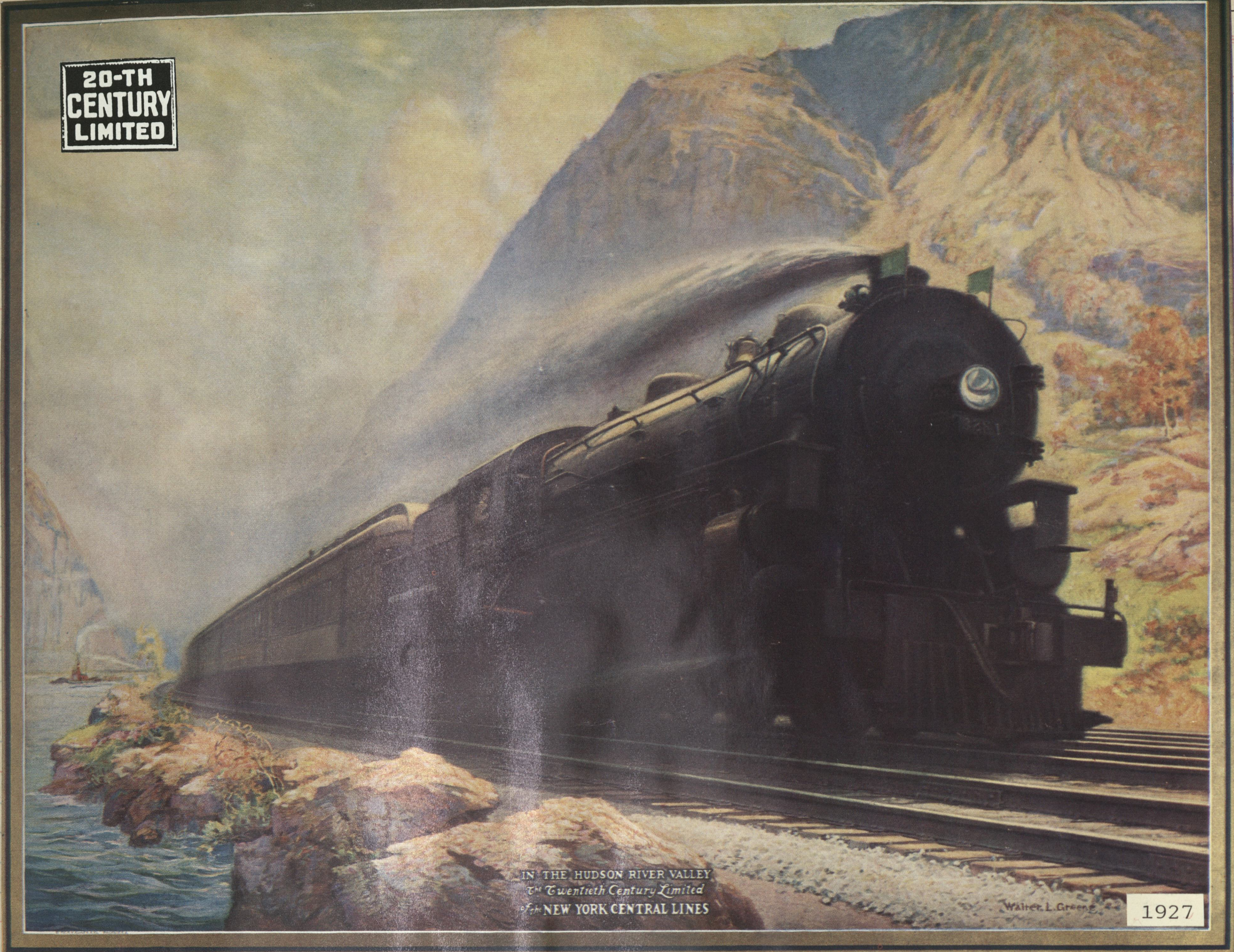
Pullman-Standard.

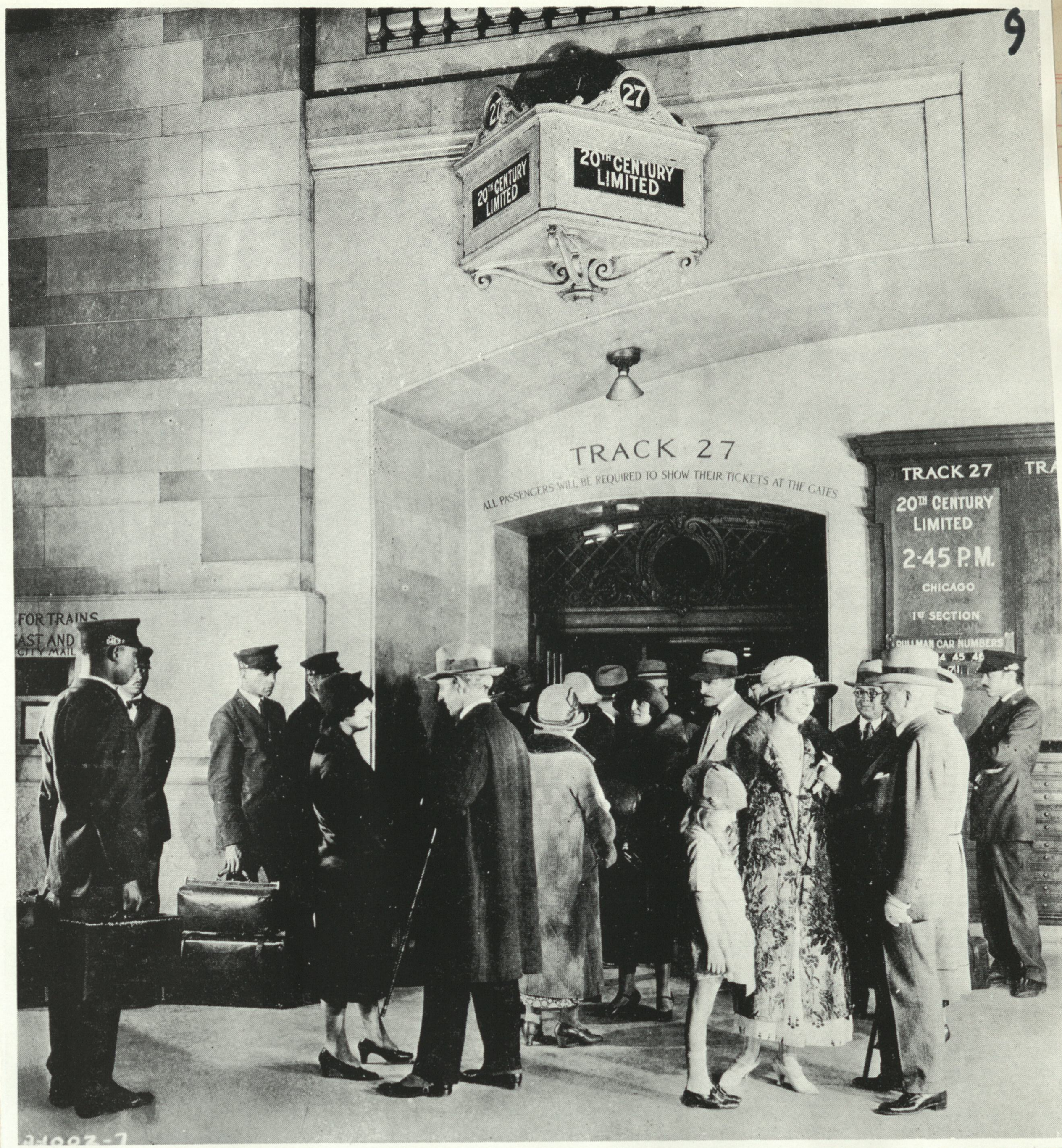
APTHORPE HOUSE was one of first bedroom sleepers (13 double bedrooms) in service, among last heavy steel Pullmans built in 1930.



Pullman-Standard.

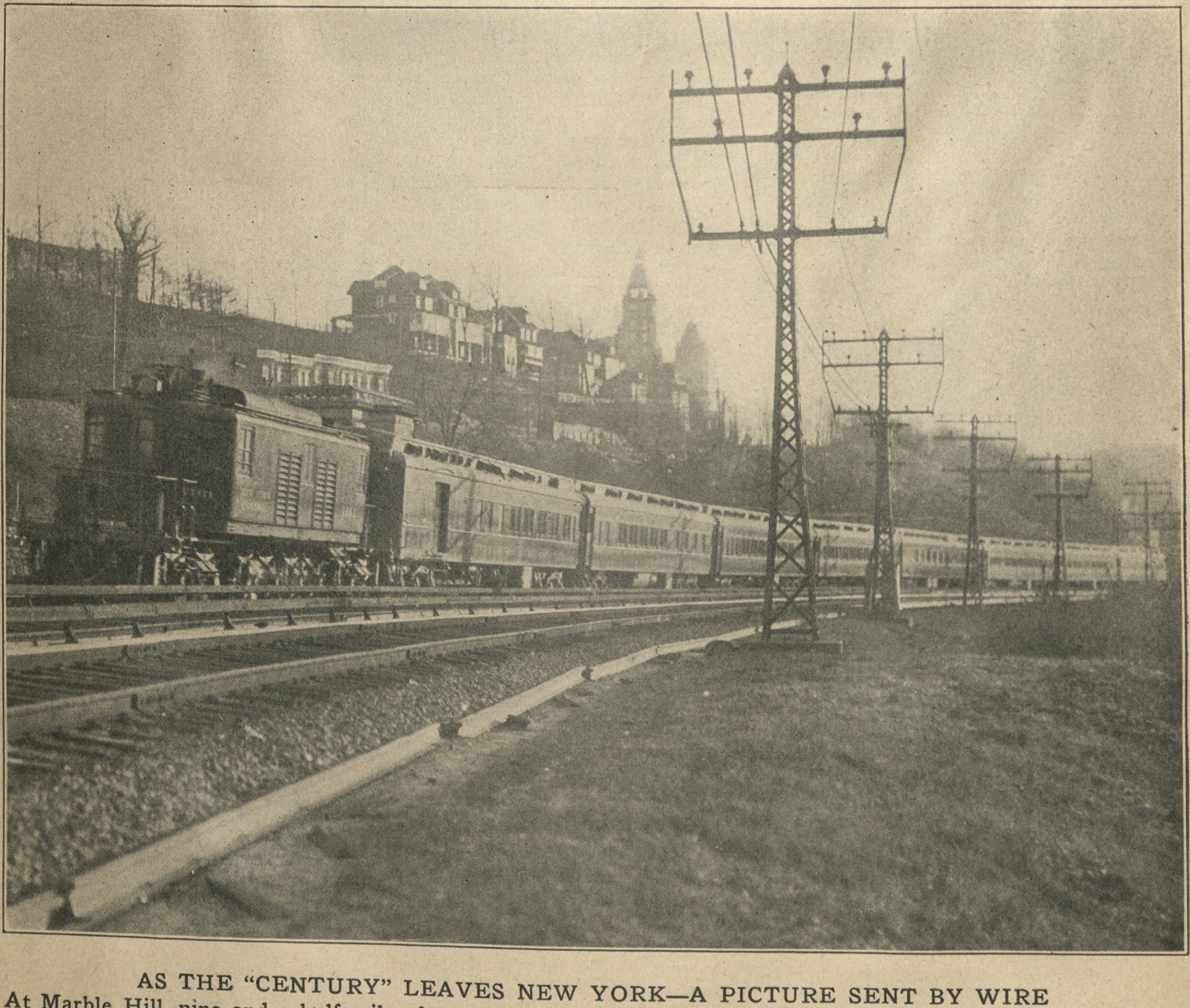
CENTSTAR, with 8 sections, 2 compartments, 1 drawing room, was one of series with "Cent" prefix in New York Central operation.


20-TH CENTURY LIMITED
IN THE HUDSON RIVER VALLEY
The Twentieth Century Limited
of the NEW YORK CENTRAL LINES
Walter L. Greene
1927


20TH CENTURY LIMITED
27
TRACK 27
ALL PASSENGERS WILL BE REQUIRED TO SHOW THEIR TICKETS AT THE GATES
TRACK 27
20TH CENTURY LIMITED
2-45 P.M.
CHICAGO
1ST SECTION
PULLMAN CAR NUMBERS

"Century" Pictured in First Train Photographs Ever Sent by Wire

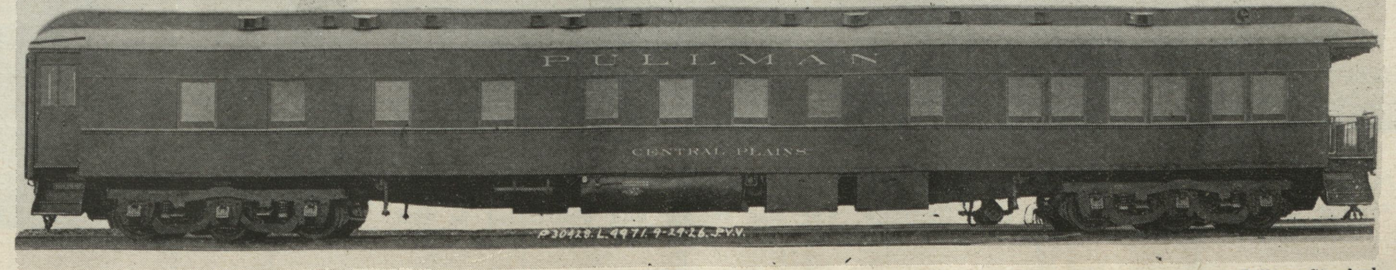
Snapshots Taken of Train Starting 20-Hour Run Between New York and Chicago Arrive 15 Hours Before Famous Flyer



AS THE "CENTURY" LEAVES NEW YORK—A PICTURE SENT BY WIRE
At Marble Hill, nine and a half miles from New York City, a New York Central photographer snapped the Twentieth Century Limited on its last run to Chicago in 1925. New Year's morning, when the train pulled in, this picture, which had arrived by wire in Chicago the evening before, appeared in two of the Chicago newspapers.

In one of the new observation cars of the Twentieth Century Limited.

New York Central Lines Magazine for November, 1925


PULLMAN
CENTRAL PLAINS

Pullman-Standard.

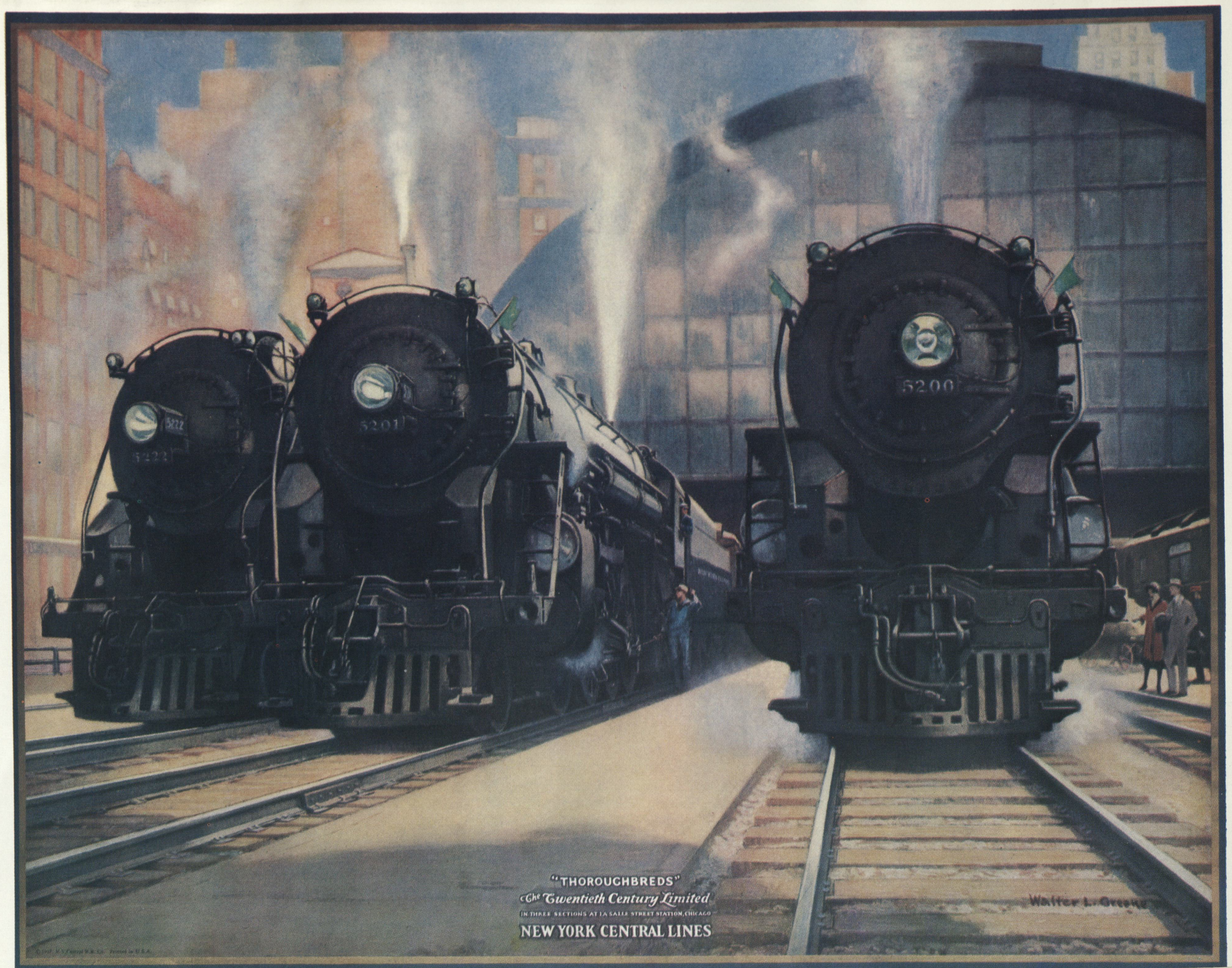
CENTRAL PLAINS was an example of famous Central type (3 compartments, 2 drawing rooms) built in 1926 for NYC Limiteds.

10

NEW YORK
CENTRAL
LINES

Important Notice

The 20th Century Limited and other New York Central passenger trains are frequently operated in two or more sections. It is therefore necessary that friends who expect to wire you en route, or meet you at stations, should know the *number of your Pullman Car* as well as the number or name of your train.



"THOROUGHBREDS"
The Twentieth Century Limited
IN THREE SECTIONS AT LA SALLE STREET STATION, CHICAGO
NEW YORK CENTRAL LINES

1928

An Appreciation

From the New York American, Jan. 6, 1926

By Arthur Brisbane

MAKE a good mousetrap and, as you know, the world will wear a path to your door. Run a railroad well and your path across the continent will also be well used.

The Twentieth Century, New York Central train between New York and Chicago, ran in six sections one way and six the other recently. Its managers proudly announce that they took in on that one train $10,000,000 last year.

No. 26—Twentieth Century Limited—Daily

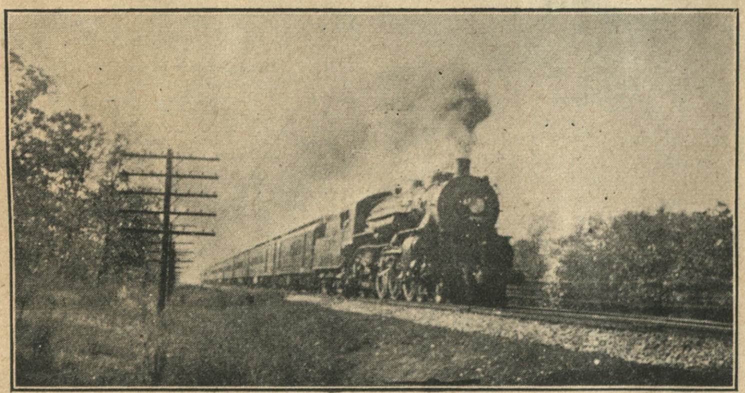
Via New York Central R. R.

Club Car Chicago to New York
    Albany to Boston
Observation Sleeping Car
    Chicago to New York (Lounge-3 Comp.-2 D. R.)
Sleeping Cars
    Chicago to New York (6 Comp. 3 D. R.)-Two
    Chicago to New York (10-Sec.-D. R.-2 Comp.)-Two
    Chicago to New York (10-Section-2 D. R.)
    Chicago to New York (14 Section)-Two
    Chicago to Boston (10-Sec. D. R.-2 Comp.)-Two
Pullman Cars only; no coach passengers carried
Dining Car serving all meals

1928

As the Century Goes By

By R. E. HOOKER



Fourth section of Twentieth Century Limited near Miller's, Ind.

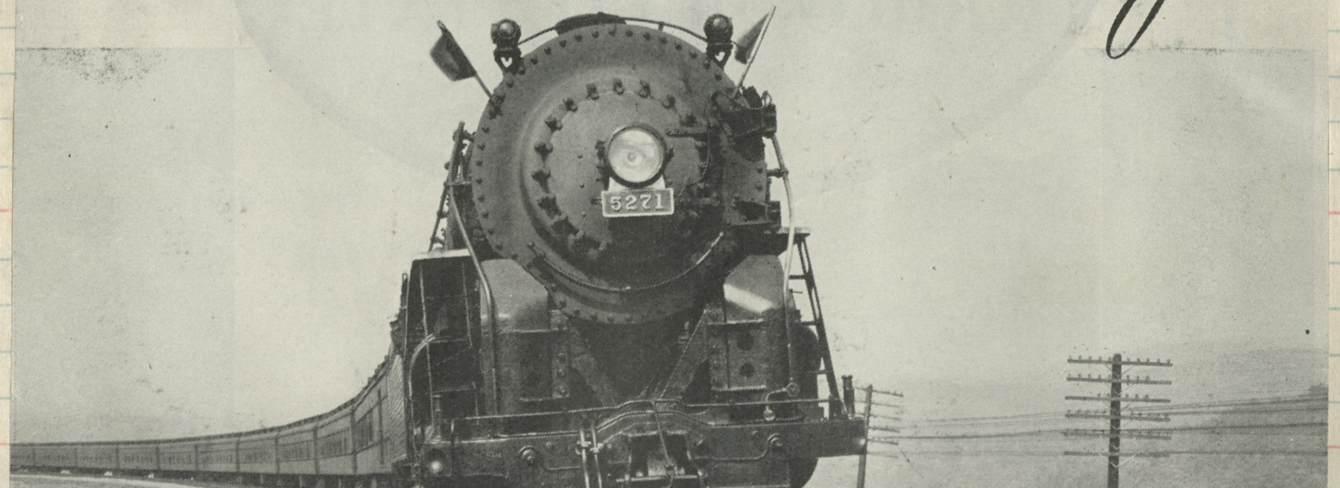
THERE'S a ribbon of steel, awinding along the Hudson shore,
Where the river's rolled on in its grandeur
For a thousand centuries, and more.
Where the first, faint beams of the sunrise,
With glowing banners, outflung,
Gild the crests of the Highlands, with pearl and crimson,
As they have since the world was young.
And along this shining Iron Trail, toward the shadows of night,
Comes America's finest, fastest train, speeding on wings of light.

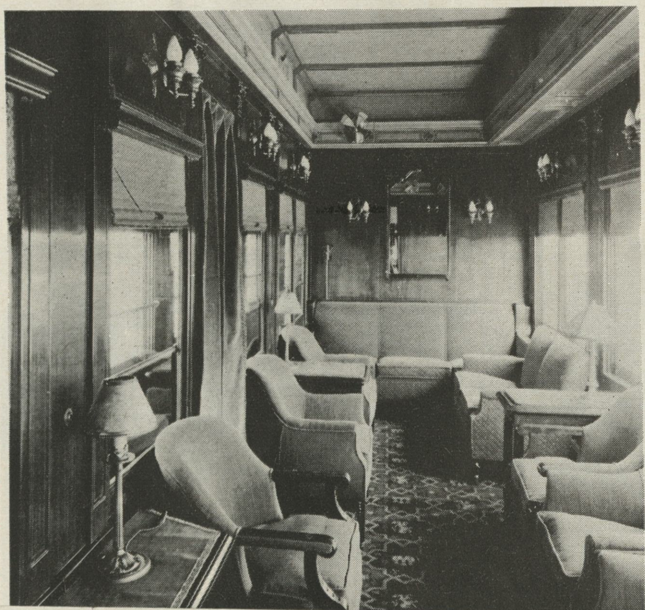
Up by the mighty Palisades, past Albany, and Fort Plain,
Unwinding the gleaming threads of steel, like silk from an endless skein.
Through village and hamlet, through city and town,
The Century goes thundering on,
Singing a song of power, in the first faint flush of the dawn.
A symbol of man's achievement, in Transportation's game.
A monument to the Pioneers, who builded the "Central's" fame.
A long line of gleaming Pullmans; a plume of smoke in the sky,
And friendly hands waving in greeting,
And the Century goes speeding by.

Ceaselessly the Century majestically spurns the steel,
Singing a song in her iron heart; beating time with the racing wheel.
Through Herkimer, Utica, Syracuse, she plunges along on her way,
Taking the curve at the Junction, while the Pullmans rock and sway.
Speeding along through Lyons, Rochester and Buffalo,
Eight short hours upon her way—and six hundred miles to go.
Burning the breeze through Cleveland, Sandusky and Toledo,
And e'er the break of morning, pulling into Chicago.
In olden days somebody wrote, "Oh, what is in a name?"
It's easily seen that poet ne'er read of the Century's fame.

Year in, year out, in sunshine and storm, in rain or snow or hail,
She makes her run on schedule, along the Iron Trail.
Where, once, the means of transport was by the old ox-team,
The Century now hauls a nation's wealth on the wings of giant steam.
A shining, panting monster; a symbol of power sublime,
From New York to Chicago, in twenty hours' time.
A roar and flash in the darkness, and sparks shooting up to the sky,
And men look on, and marvel—as the Century goes speeding by.

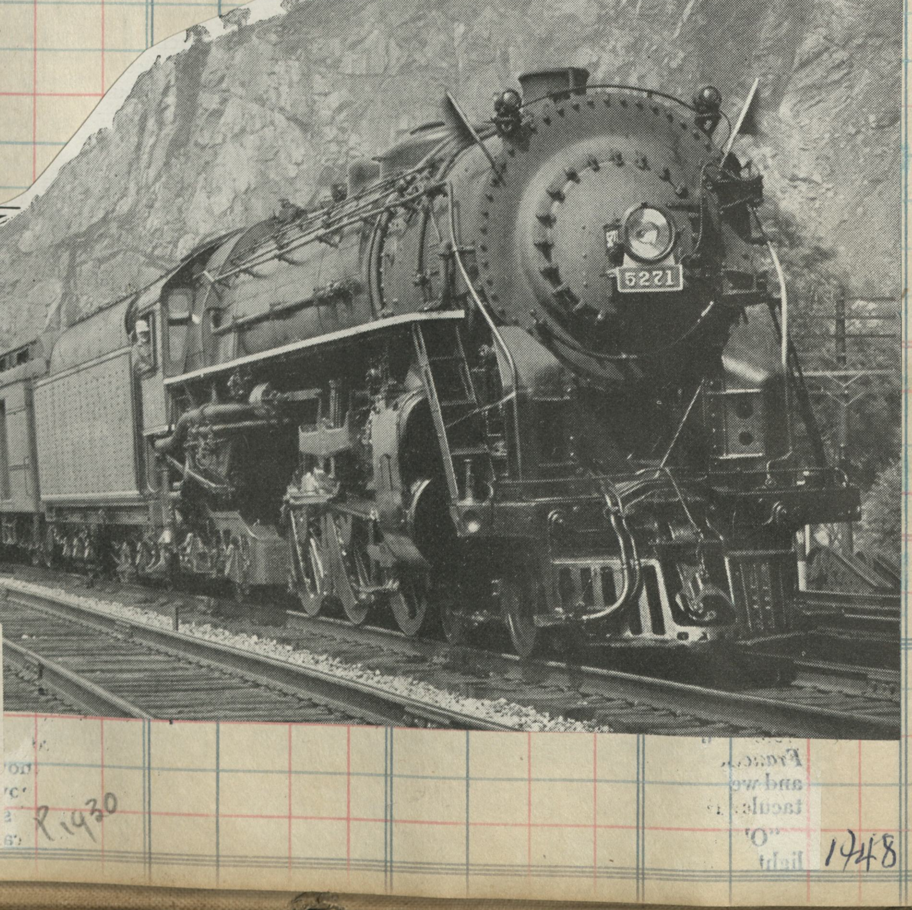
The 20th Century

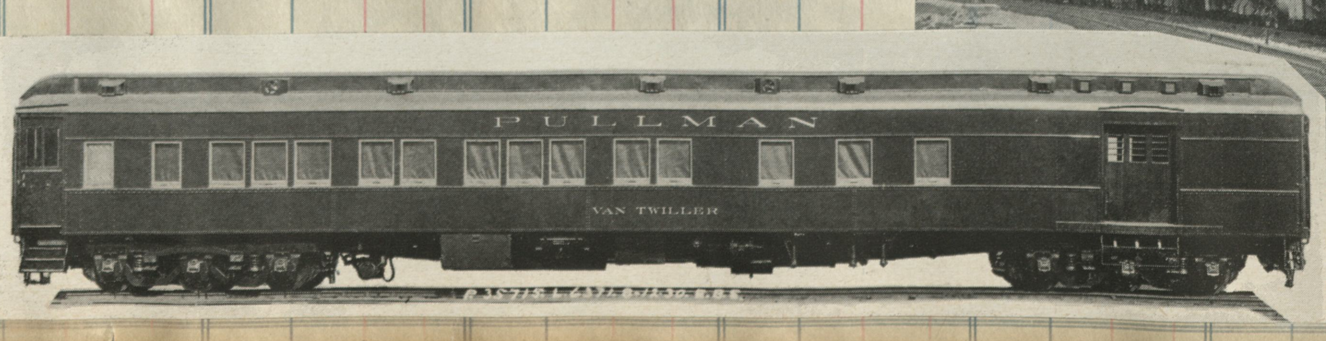




↗ELKHART VALLEY (ladies' lounge shown) had 1 bedroom, 1 drawing room, buffet lounge.

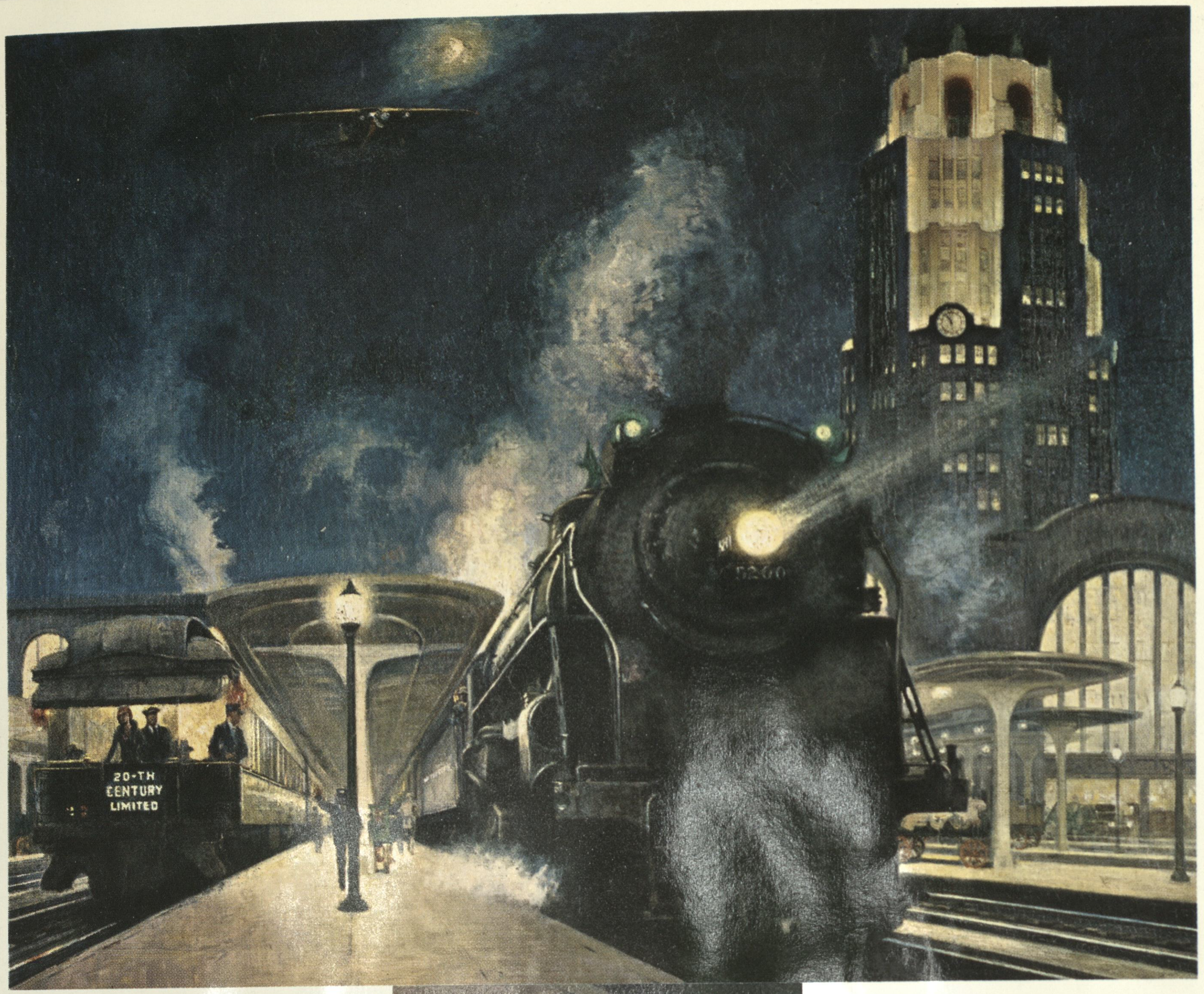
1930





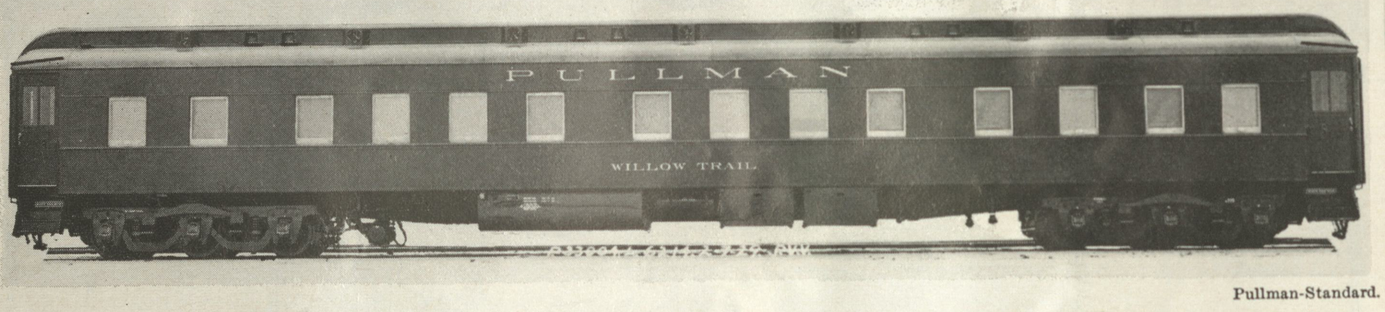
R 1930

1948



EASTWARD-WESTWARD
The Centuries at Buffalo Central Terminal
THE NEW YORK CENTRAL LINES

1930



Pullman-Standard.

WILLOW TRAIL offered 7 drawing rooms for passengers who might spend the following night in a suite on the Aquitania or Leviathan.

1938

IT PAYS TO RIDE THE CENTURY
20-TH CENTURY LIMITED

GENTLEMEN:

This Train is your Office or your Club

YOU will find within the comfortable and spacious cars of the 20th Century Limited unique facilities for either work or relaxation.

Hushed against the sound of travel—you breathe clean, fresh air in your air-conditioned, window-sealed quarters. If there is work to catch up on, the Century secretary is at your service. As are the barber, valet and the carefully selected porters.

Dinner tonight and breakfast tomorrow, skilfully prepared by the Century chef, will delight your palate. Retire, late or early, for a *real* night's sleep, unmindful that you are actually speeding onward. Rapidly you travel—but this world-famed Route is doubly guarded by the most efficient automatic safety system in the world.

At precisely 9 A.M. tomorrow, gentlemen, your trip will be complete—you will step from the Century, a full business day before you—feeling fresh and fit; and with a new conception of easy-going, comfortable travel. *It pays to ride the Century.*

• • •

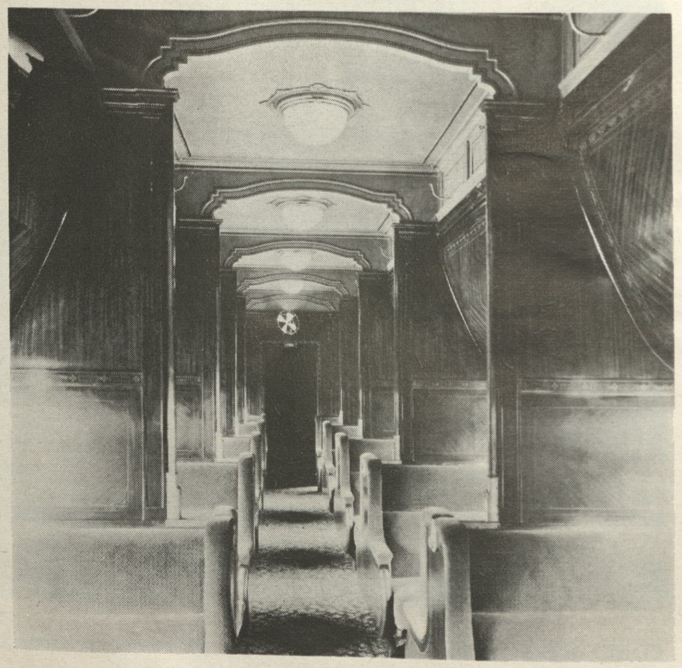
New York to Chicago in 16½ Hours

Leave New York . . .	5:30 P. M.
Leave Boston	3:00 P. M.
Arrive Chicago	9:00 A.M.
Leave Chicago	3:30 P. M.
Arrive New York . . .	9:00 A.M.
Arrive Boston	11:10 A.M.

NEW YORK CENTRAL SYSTEM

The Water Level Route . . . You Can Sleep

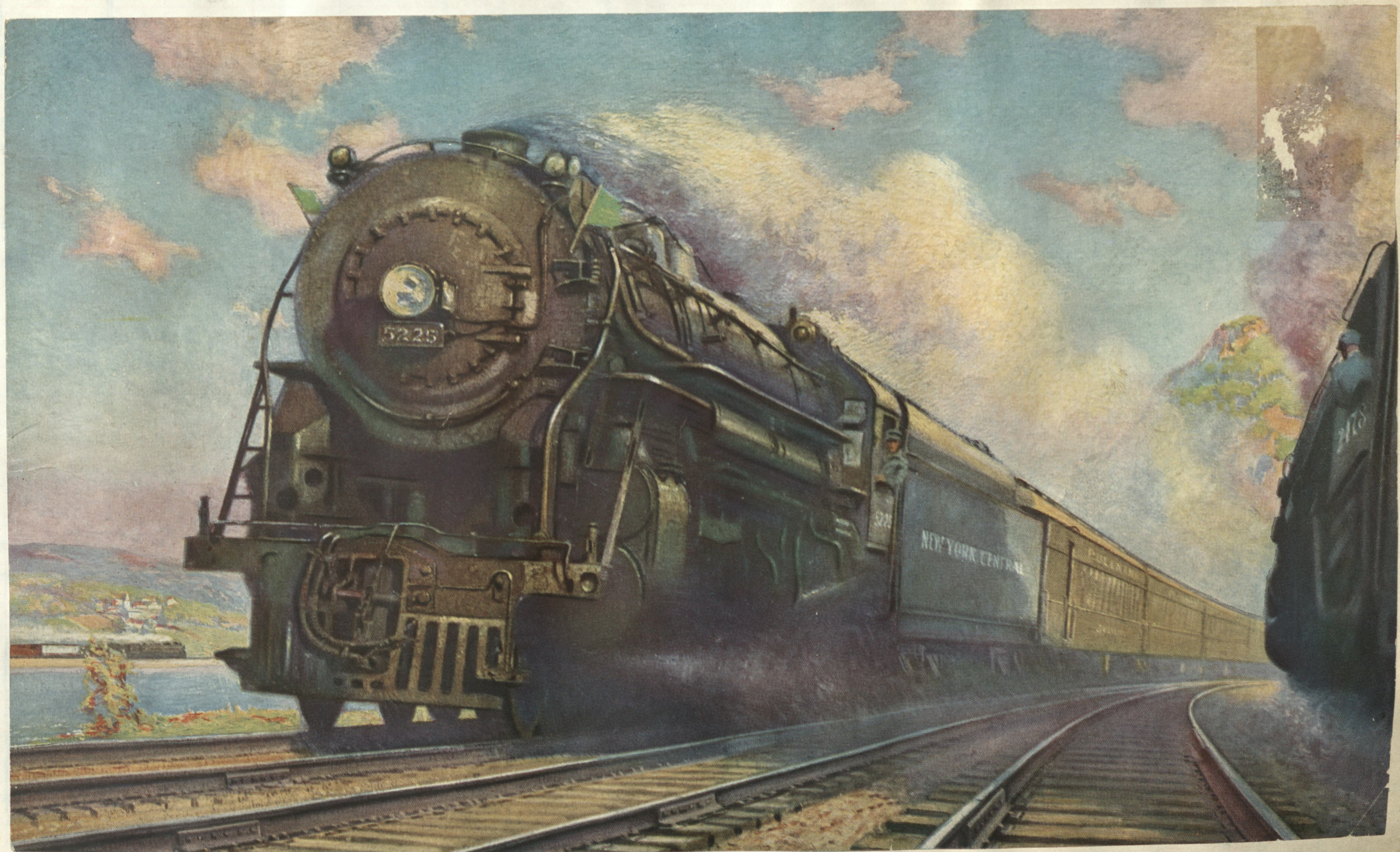
"The 20th Century Limited"



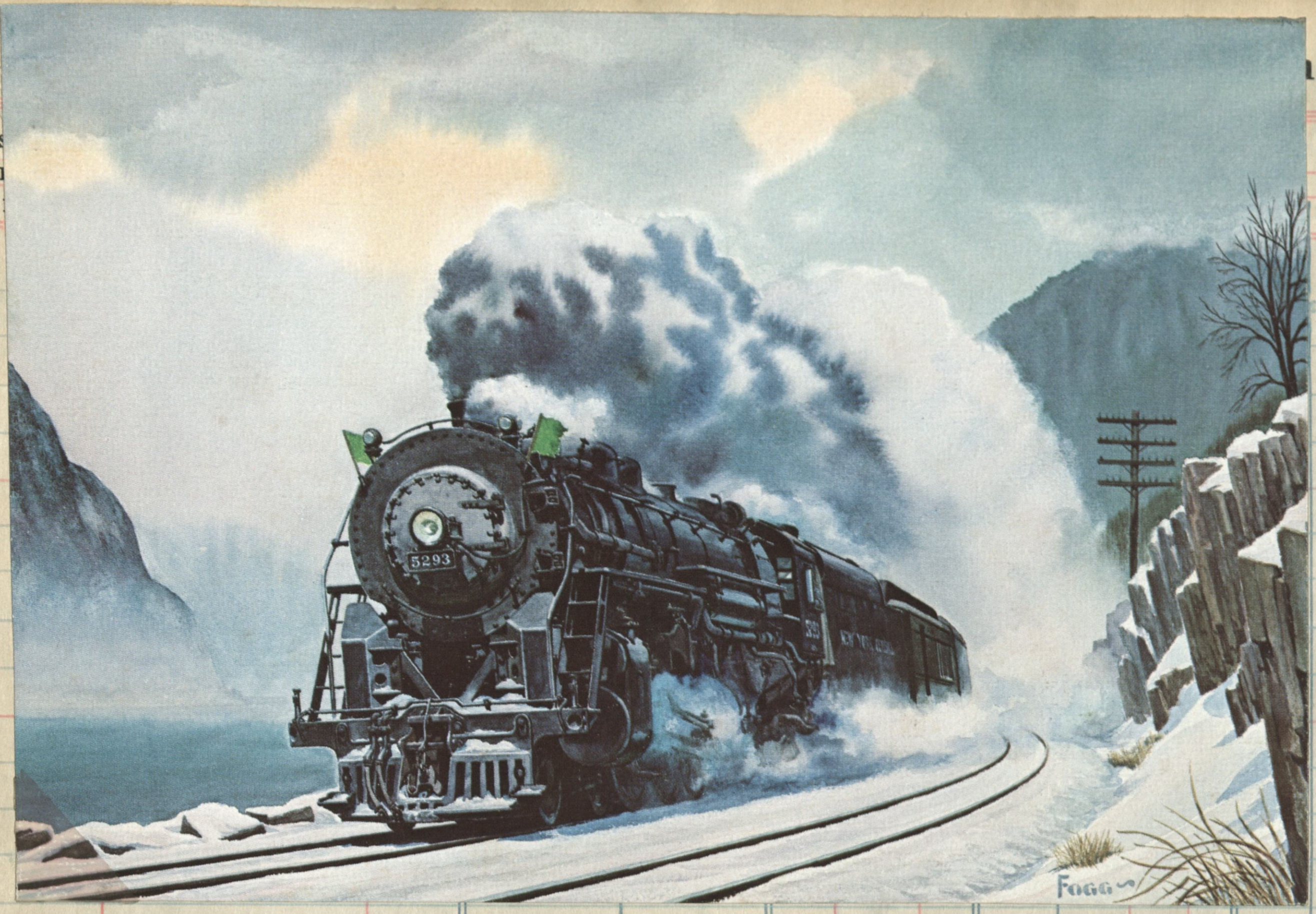
Pullman-Standard.

→Grained walnut permanent headboards decorated 12-1 sleeper East Buffalo (of East series).

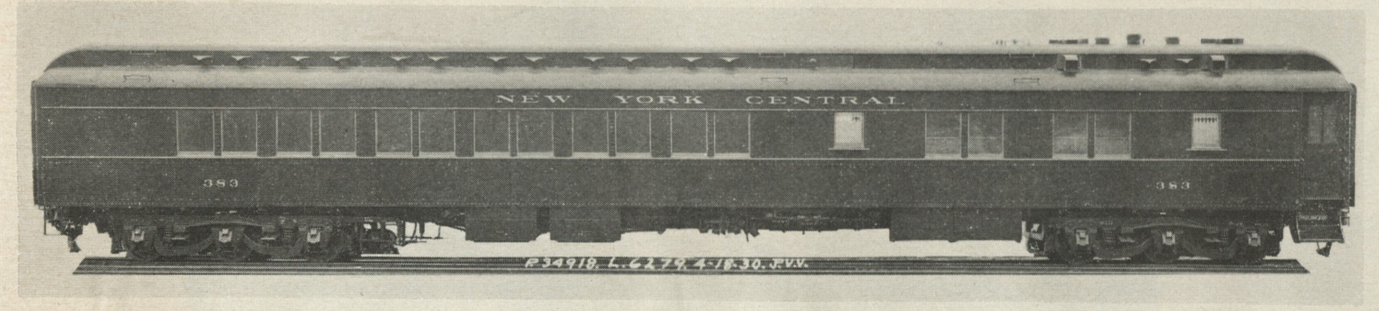
New York Central Railroad
The Water Level Route - You Can Sleep



"MORNING ON THE MOHAWK"
The last issue of the N.Y.C.'s industrial calendars-1931



This painting by Howard Fogg could have been made up into one of the Central's outstanding "Industrial calendars".



Pullman-Standard.

DINER 383 and other Century diners were staffed by expert personnel. "Feeding the trains," wrote Hungerford, "was a high art."

THE TWENTIETH CENTURY LIMITED

DINNER

HORS D'OEUVRES

Artichoke Hearts in Olive Oil 65 Ripe or Green Olives 25 Midget Gherkins 25 White Onions 25
Chow Chow 25 Sweet Chutney 25 Chilled Celery 45 Sweet Pickled Onions 25

SOUPS

CREAM OF FRESH MUSHROOMS........Cup 25: Tureen 45
CONSOMME, *Hot or Cold*........Cup 35
OYSTERS *Fried*........85; *Stewed in Milk*........65; *Cream*........75
CLAM BOUILLON, *Hot or Cold*........Cup 25
TOMATO JUICE........30

NEW YORK CENTRAL SPECIAL DINNER

SMALL TENDERLOIN OF BEEF SAUTE
FRESH MUSHROOMS AND GRILLED SPANISH ONION
NEW GREEN PEAS WITH MINT POTATOES FONDANTE

Choice of

RICE CUSTARD WITH WHIPPED CREAM APPLE OR MINCE PIE
STEAMED PLUM PUDDING, HARD SAUCE
IMPORTED CHEDDAR CHEESE WITH TOASTED BISCUITS
BREAD AND BUTTER TEA, COFFEE, MILK

[$1.35]

SPECIALS TODAY

FRIED FILET OF SOLE, *Tartare Sauce, Julienne Potatoes, Beet and Celery Mayonnaise*........95
BROILED LAKE SUPERIOR WHITEFISH, *Lemon Butter, Escalloped Tomatoes, Hashed Browned Potatoes*........95
SADDLE OF LAMB *en Casserole, New Peas, Potatoes, Onions and Carrots*........95
FRIED MILK CHICKEN, *Salt Pork, Cream Sauce, New Brussels Sprouts, Mashed Potatoes*........95
BAKED SUGAR CURED HAM *Glace, Bigarade, Creamed New Spinach, Sweet Potato Grille*........95
SHIRRED EGGS *with Sausage Patties Bordelaise*........65
FRESH VEGETABLES *with Egg*........85
ROAST RIBS OF PRIME BEEF *with Potatoes*........85
ASSORTED COLD MEATS *with Potato Salad*........85
LETTUCE AND TOMATO SALAD, *Russian Dressing*........40
CANAPE OF GENUINE RUSSIAN CAVIAR........65
SMALL CLUB SIRLOIN *Saute, French Fried Potatoes*........1 25
GRAPE FRUIT, *Iced, Half*........30
N. Y. C. SPECIAL BAKED APPLE *with Cream*........30

FROM THE GRILL

Milk Fed Chicken, half, French Fried Potatoes 1 25
Sirloin Steak (for 1), French Fried Potatoes 2 00; (for 2) 4 00
Rack Lamb Chop (1) 40; (2) 75 Bacon and Fried Eggs 75 Ham and Fried Eggs 75
Ham 75; Reduced Portion 40 Bacon 75; Reduced Portion 40 Country Sausage 60

FRESH VEGETABLES

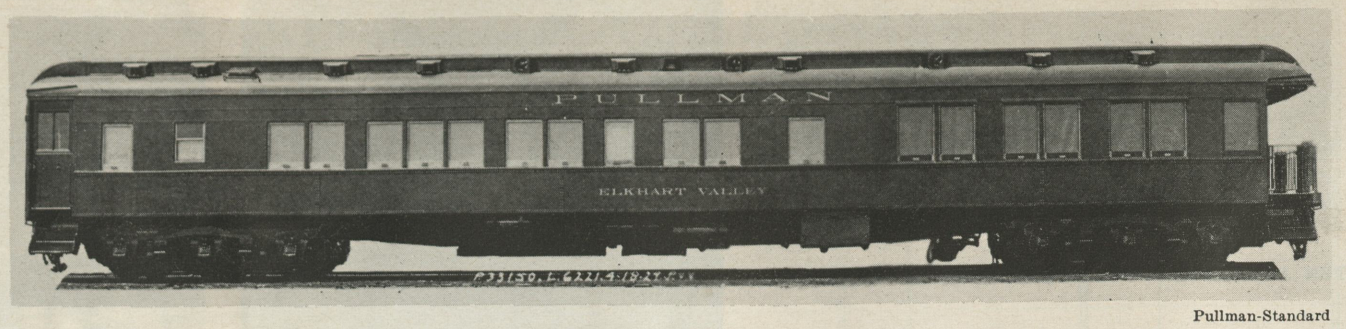
MASHED HUBBARD SQUASH........30
BOILED ONIONS *in Cream*........35
NEW BRUSSELS SPROUTS *in Butter*........40
WHOLE NEW SPINACH *with Egg*........45
CELERY HEARTS, *Demi Glaze*........35
NEW CAULIFLOWER *Au Gratin*........40

Potatoes, Plain Boiled 25 French Fried 35 Mashed 25 Au Gratin 35 Hashed Browned 35
Small Carrots 30
Stewed Tomatoes 30
Royal Mushrooms on Toast 50 Baked Beans, Hot or Cold, with Brown Bread 45

ABOVE PORTIONS PER PERSON ONLY
AN EXTRA CHARGE OF 25 CENTS PER PERSON WILL BE MADE FOR MEALS SERVED OUT OF DINING CAR

(1931)

Sold



los. No. Sold Amount

Pullman-Standard

ELKHART VALLEY and other members of Valley series replaced cars of the Central type in Twentieth Century Limited in 1929-1930.

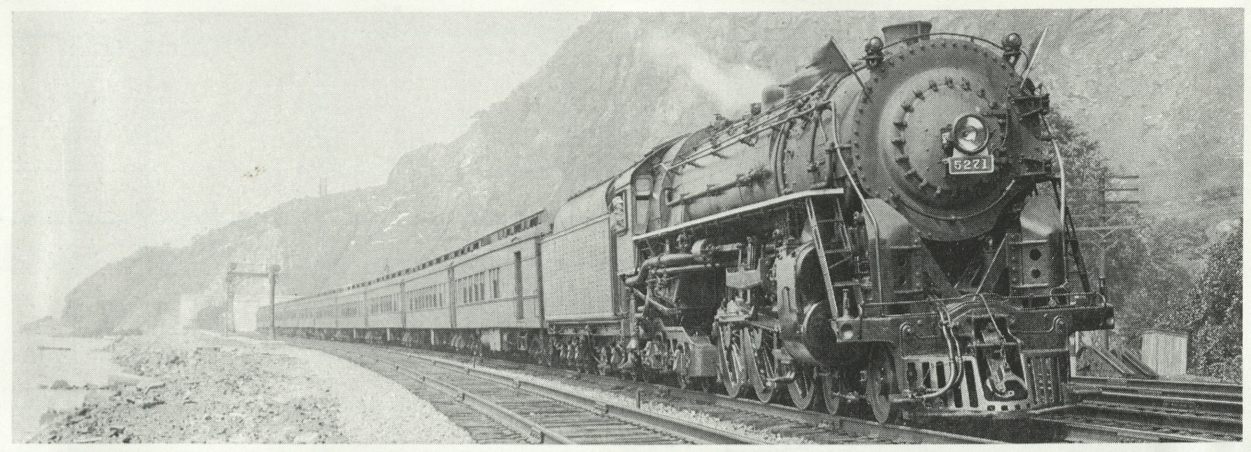
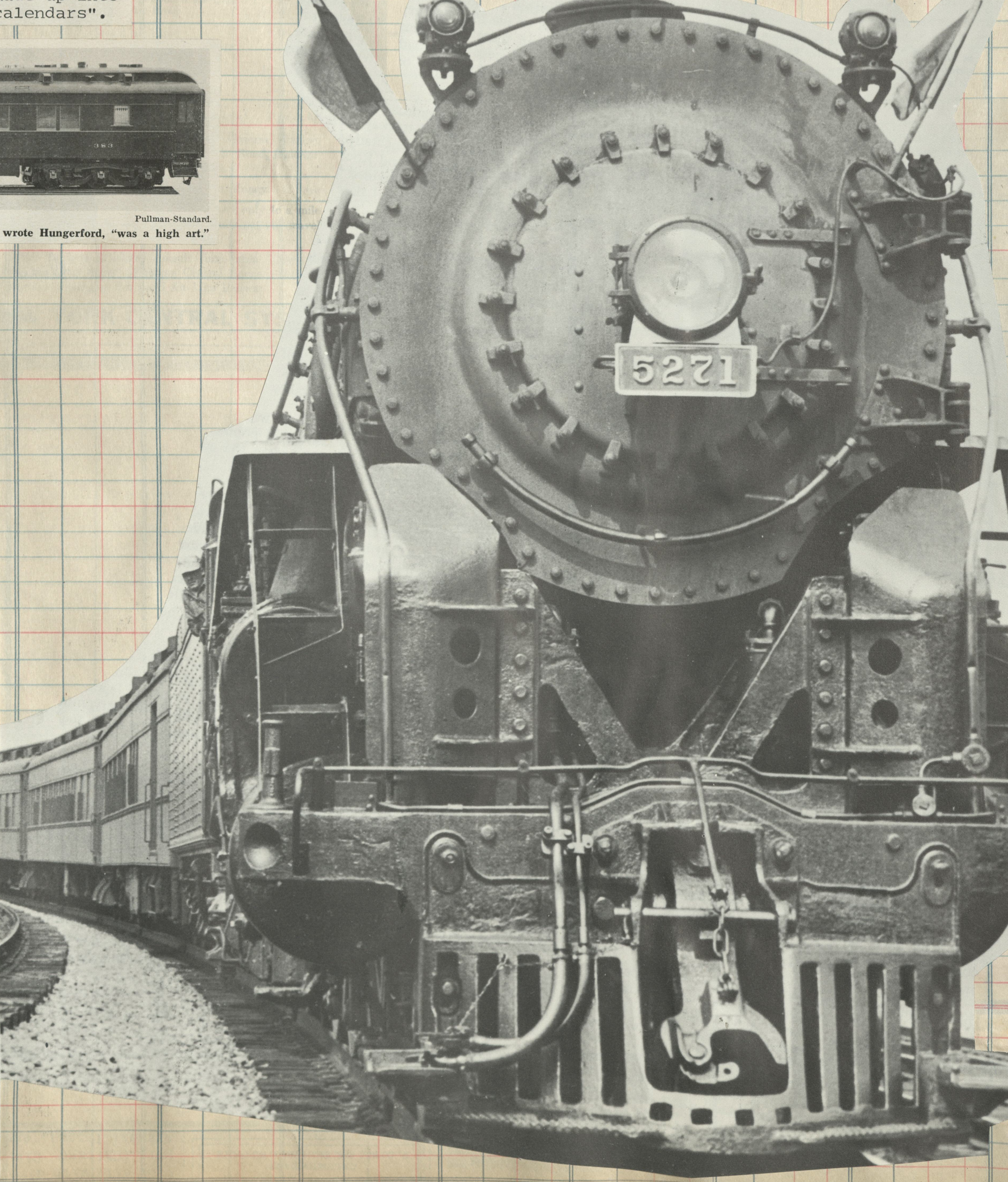


Fig. 100. No. 5271. New York Central Lines. Class J-1c 4-6-4 Type. Built by American Locomotive Co., Schenectady Works, January 1929. Builder's No. 67733. Headed east on the Hudson River Division with a section of Train No. 26, THE TWENTIETH CENTURY LIMITED.



"The 20th Century Limited"

First all-room train for America

"FOR 36 years the *Twentieth Century Limited* has been to railroading what hallmarked silver and 18 carat gold are to those seeking superlatives of excellence," declared a 1938 New York Central brochure.

On the *Century's* 36th anniversary, June 15, 1938, the railroad placed in operation what was purported to be "the most modern, distinctive, and luxurious equipment ever constructed for railroad service." Advertised as the "First All-Room Train in America — No Open Berth Cars," it was operated on the first regularly scheduled 16-hour run between New York and Chicago.

Twentieth Century Limited

(4 trains)

Weight of train:	1,601,400 lb. (cars only)
Consist:	13 cars—1 mail-baggage; 1 club lounge; 1 roomette; 2 roomette-bedroom; 3 compartment-bedroom-drawing room; 2 double bedroom; 2 diners; 1 observation.
New trains placed in service:	June 15, 1938
Operated between:	New York and Chicago
Daily mileage per train:	961
Overall scheduled speed:	59.89 m.p.h.

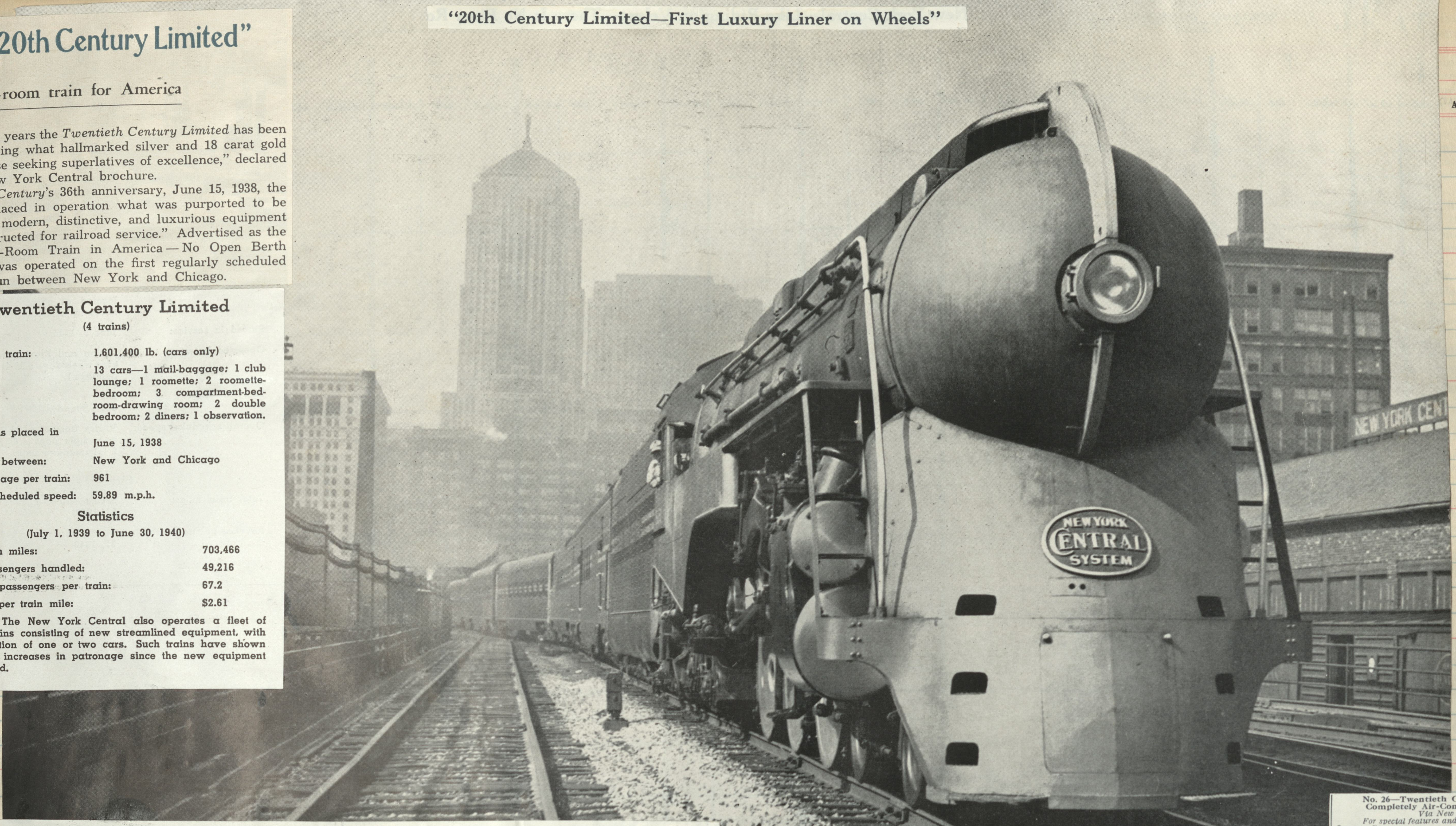
Statistics

(July 1, 1939 to June 30, 1940)

Total train miles:	703,466
Total passengers handled:	49,216
Average passengers per train:	67.2
Revenue per train mile:	$2.61

Remarks: The New York Central also operates a fleet of luxury trains consisting of new streamlined equipment, with the exception of one or two cars. Such trains have shown consistent increases in patronage since the new equipment was added.

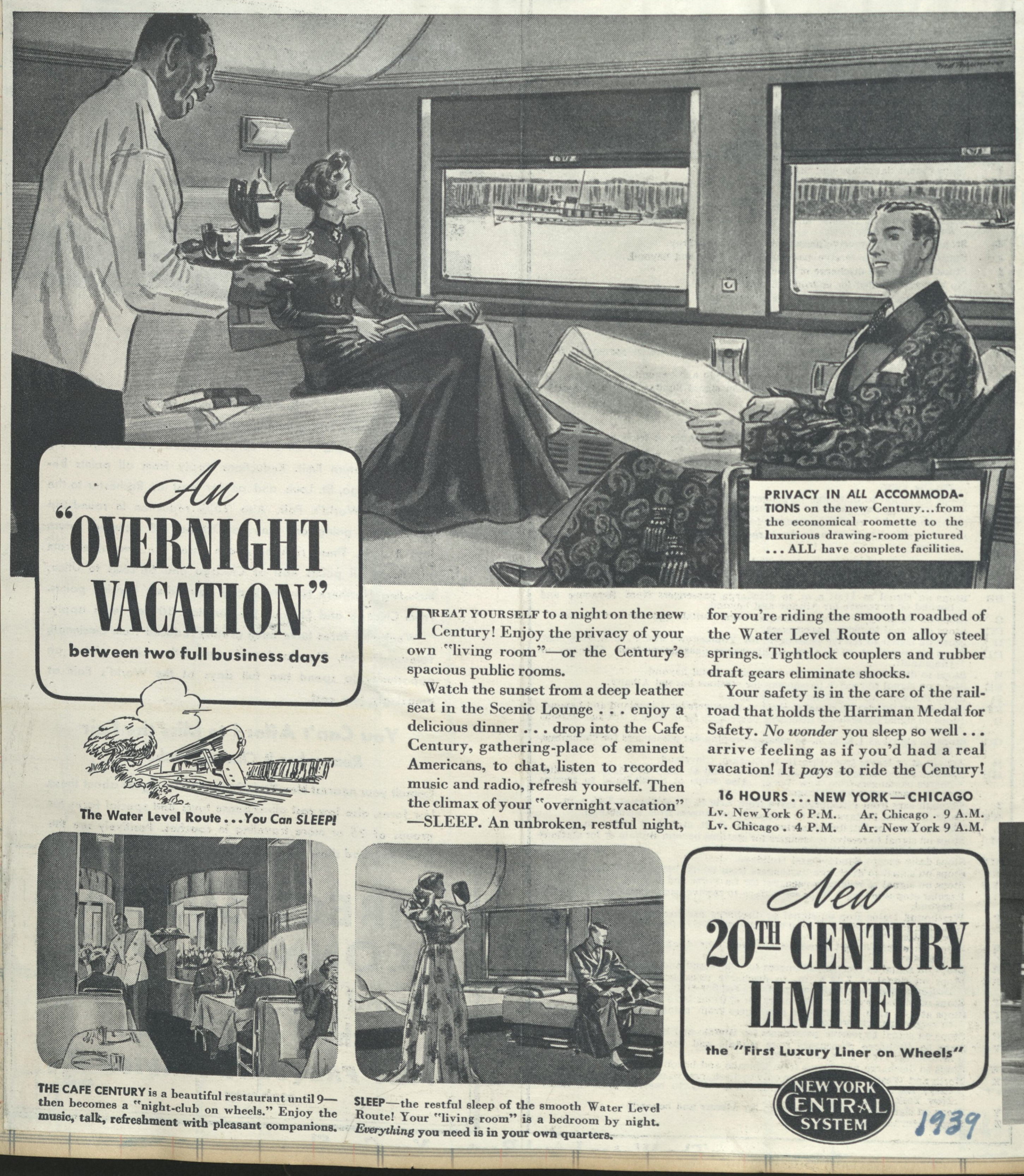
"20th Century Limited—First Luxury Liner on Wheels"



The Flagship of the Central's "Steel Fleet" sets sail from LaSalle Street on her 16 hour voyage to New York

No. 26—Twentieth Century Limited—Daily
Completely Air-Conditioned—Streamlined
Via New York Central
For special features and service charges see page 59
Lounge Car
  ★Chicago to New York—Buffet
Observation Sleeping Car
  ★Chicago to New York (Master Room-Bedroom-Buffet)
Sleeping Cars
  ★Chicago to New York (18 Roomette)
  ★Chicago to New York (10 Roomette-5 Bedroom)—Two
  ★Chicago to New York (4 Comp.-4 Bedroom-2 D.R.)—Three
  ★Chicago to New York (13 Double Bedroom)—Two
Pullman Cars only; no coach passengers carried
Dining Car
  ★Chicago to New York

1939



An "OVERNIGHT VACATION" between two full business days

The Water Level Route . . . You Can SLEEP!

PRIVACY IN *ALL* ACCOMMODATIONS on the new Century...from the economical roomette to the luxurious drawing-room pictured . . . ALL have complete facilities.

TREAT YOURSELF to a night on the new Century! Enjoy the privacy of your own "living room"—or the Century's spacious public rooms.

Watch the sunset from a deep leather seat in the Scenic Lounge . . . enjoy a delicious dinner . . . drop into the Cafe Century, gathering-place of eminent Americans, to chat, listen to recorded music and radio, refresh yourself. Then the climax of your "overnight vacation"—SLEEP. An unbroken, restful night, for you're riding the smooth roadbed of the Water Level Route on alloy steel springs. Tightlock couplers and rubber draft gears eliminate shocks.

Your safety is in the care of the railroad that holds the Harriman Medal for Safety. *No wonder* you sleep so well . . . arrive feeling as if you'd had a real vacation! It *pays* to ride the Century!

16 HOURS . . . NEW YORK—CHICAGO
Lv. New York 6 P.M. Ar. Chicago . 9 A.M.
Lv. Chicago . 4 P.M. Ar. New York 9 A.M.

THE CAFE CENTURY is a beautiful restaurant until 9—then becomes a "night-club on wheels." Enjoy the music, talk, refreshment with pleasant companions.

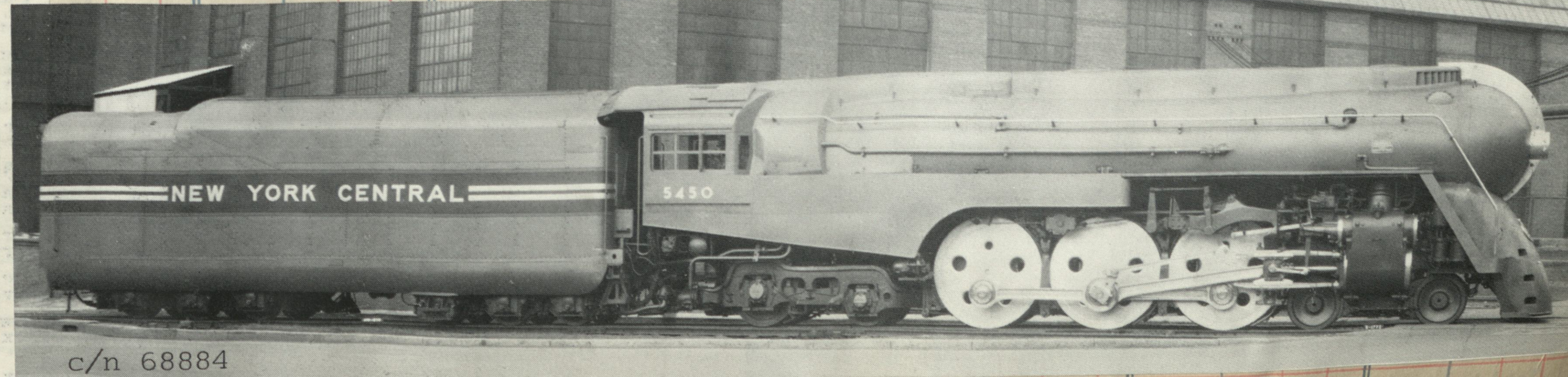
SLEEP—the restful sleep of the smooth Water Level Route! Your "living room" is a bedroom by night. *Everything* you need is in your own quarters.

New 20TH CENTURY LIMITED
the "First Luxury Liner on Wheels"

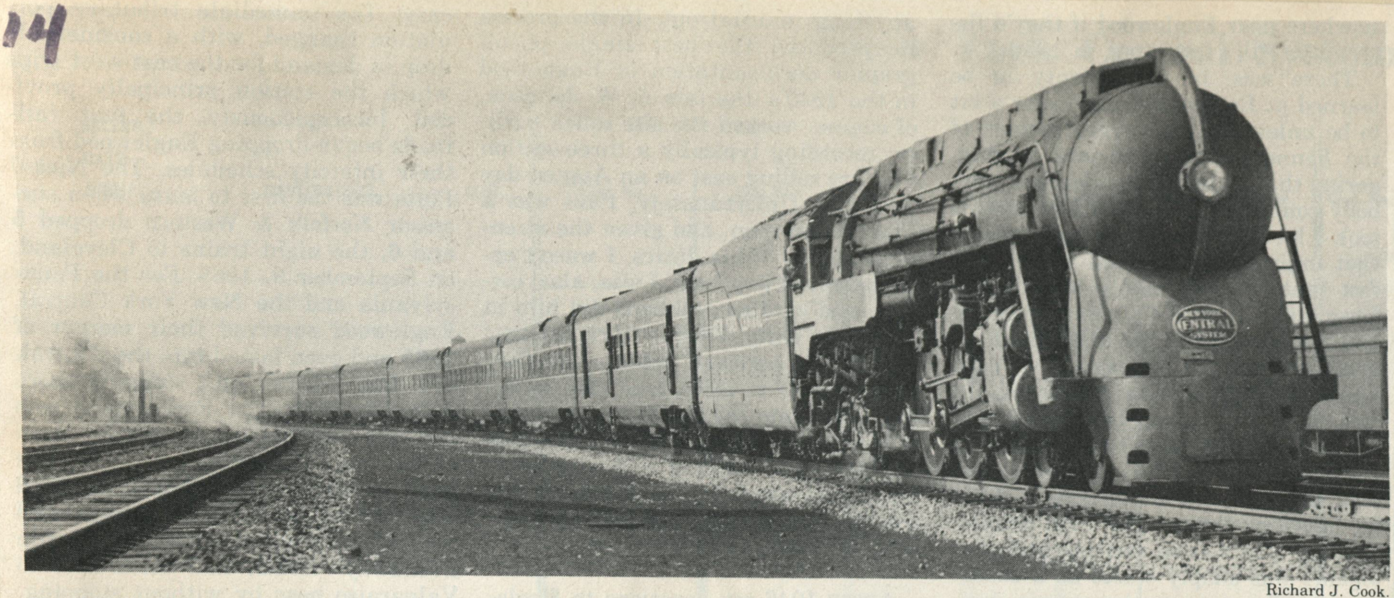
NEW YORK CENTRAL SYSTEM

1939

1939



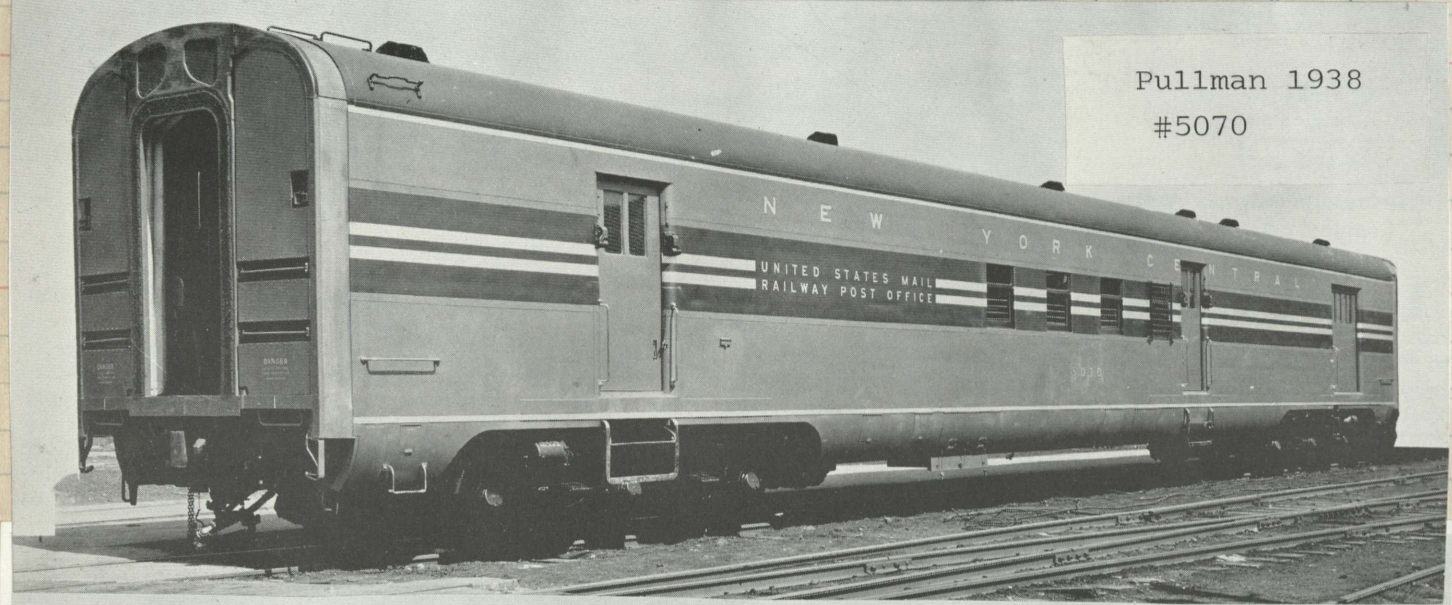
c/n 68884

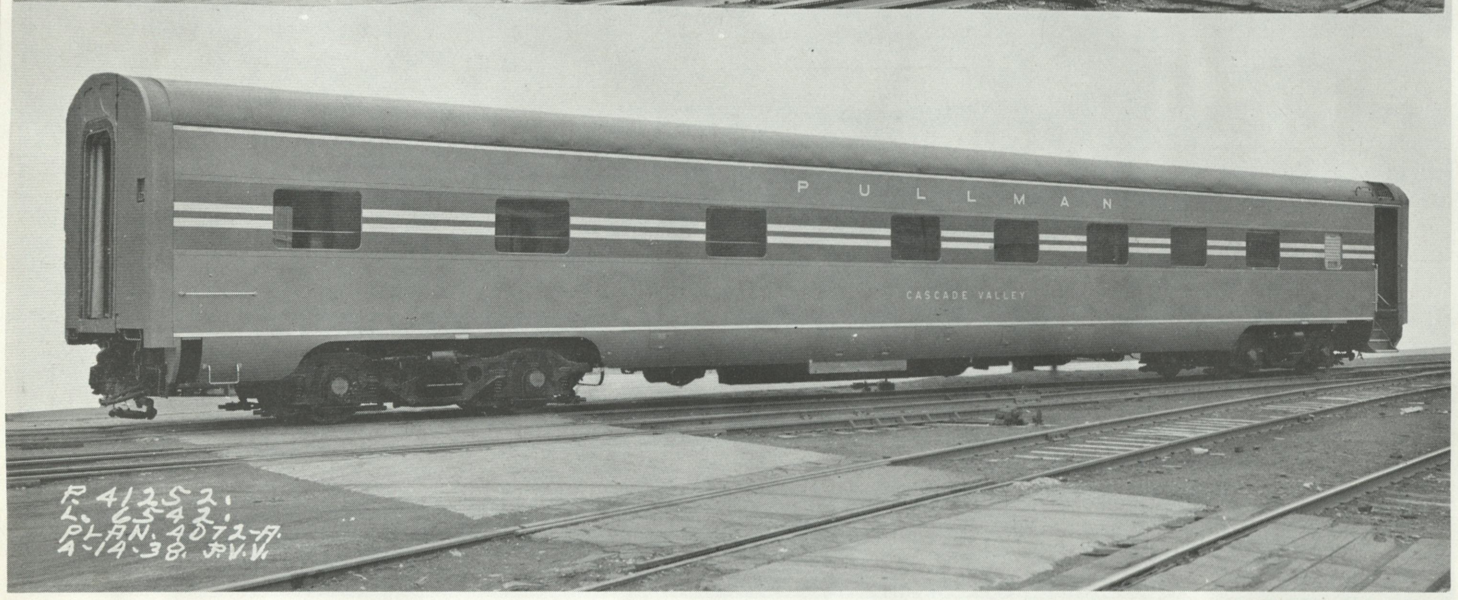


Richard J. Cook.

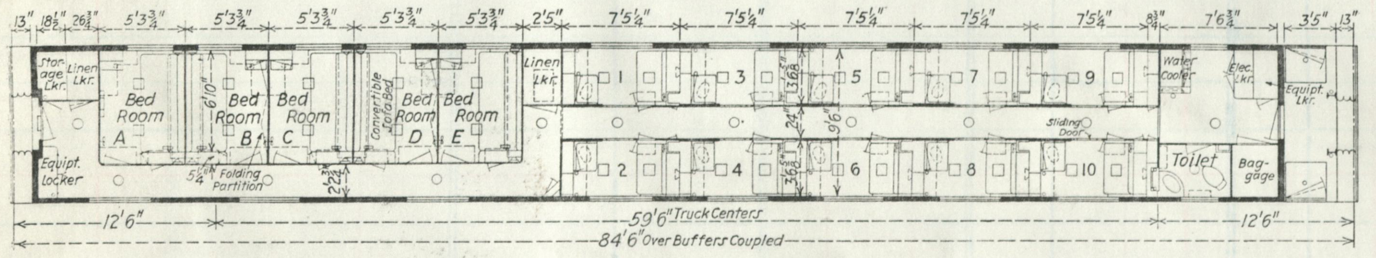
FLAGSHIP: The 20th Century Limited *departs for New York behind 5454 (Alco 1938), New York Central's final Hudson.*

Pullman 1938
#5070

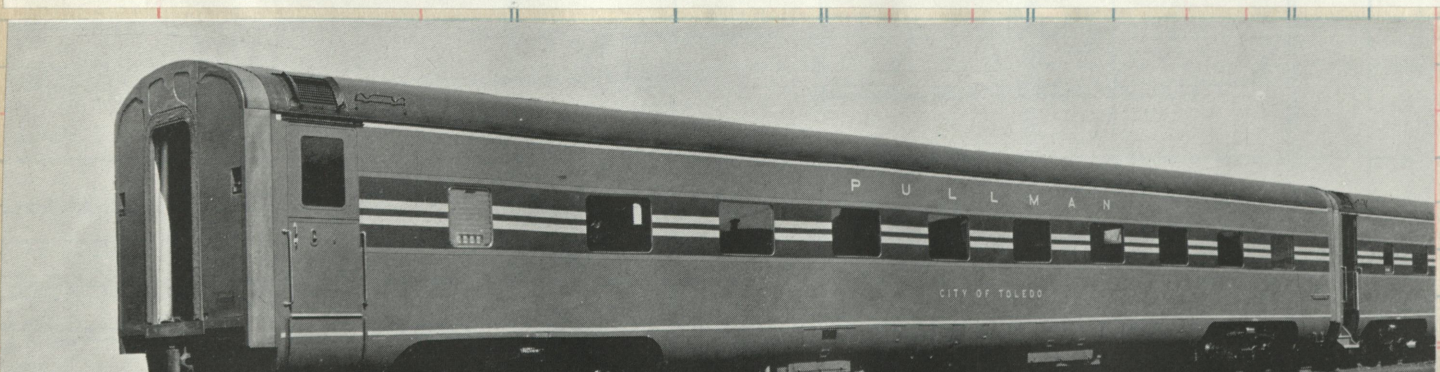

NEW YORK CENTRAL
UNITED STATES MAIL
RAILWAY POST OFFICE


PULLMAN
CASCADE VALLEY
P. 41252.
L. 6542.
PLAN. 4072-A.
4-14-38. J.V.V.

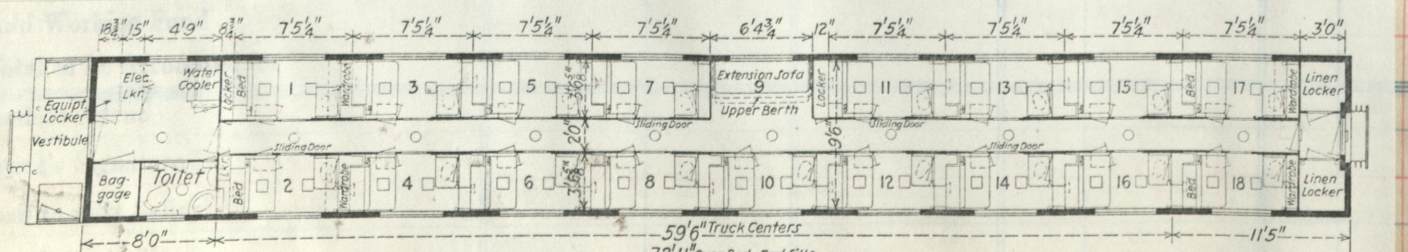
1938 "Century" Pullman "Cascade Valley", 10 Roomette - 5 Double Bedroom, corridor side original paint and striping. New at Pullman plant 4/14/1938. Pullman Photo, Collection A. K. Bush


13"
18½"
26¾"
5'3¾"
2'5"
7'5¼"
8¾"
7'6¾"
3'5"
Storage Lkr.
Linen Lkr.
Bed Room A
Bed Room B
Bed Room C
Convertible Sofa Bed
Bed Room D
Bed Room E
Equipt. Locker
Folding Partition
Linen Lkr.
1
2
3
4
5
6
7
8
9
10
Sliding Door
Water Cooler
Elec. Lkr.
Equipt. Lkr.
Toilet
Baggage
12'6"
59'6" Truck Centers
84'6" Over Buffers Coupled

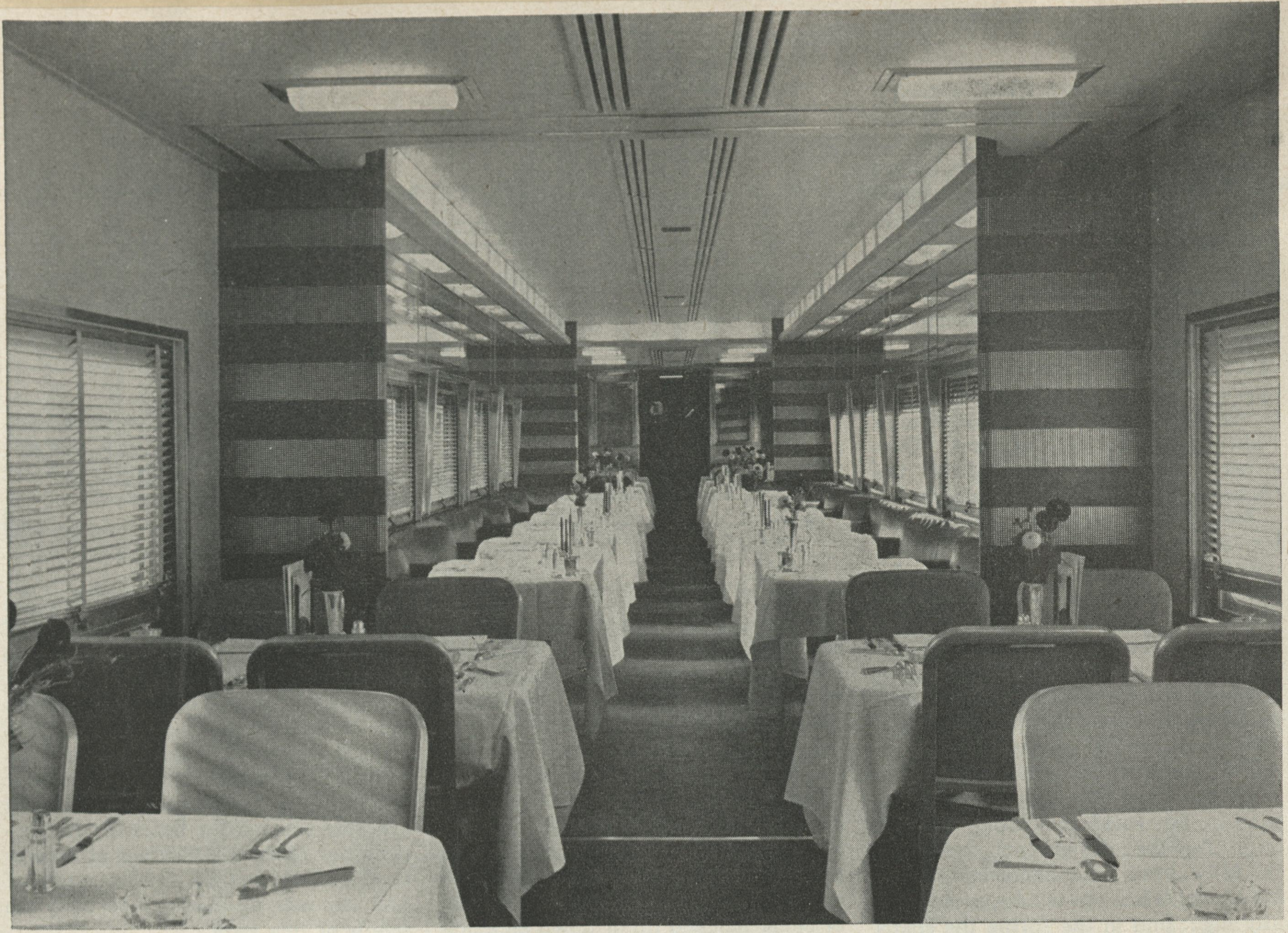
Five Bedrooms and Ten Roomettes


PULLMAN
CITY OF TOLEDO
P.41382. L.6539. 3-28-38. J.V.V. PLAN. 4068-E.

1938 20th Century Limited Pullman "City Of Toledo". Equipped as 17 roomettes, one open section. Pullman Co. photo.

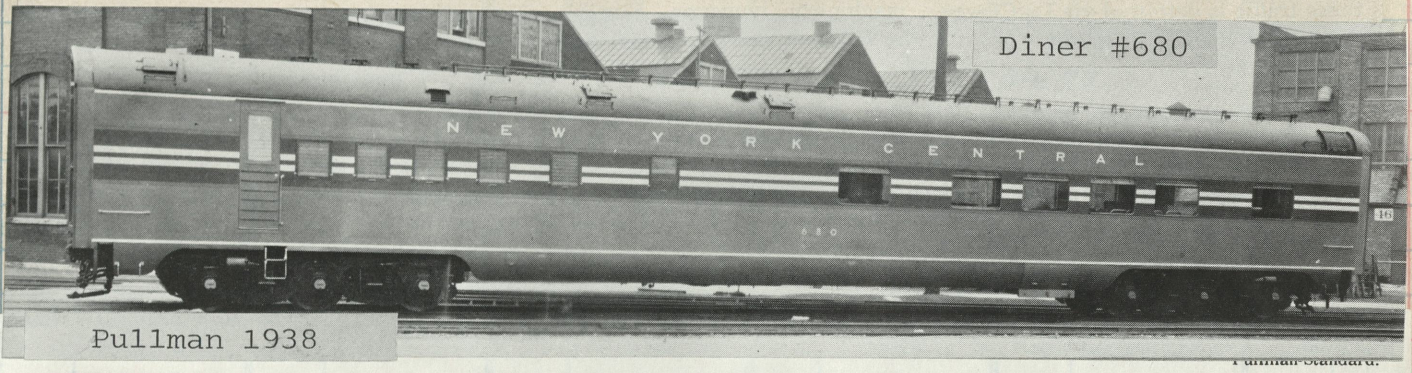

18¾"
15"
4'9"
8¾"
7'5¼"
6'4¾"
12"
3'0"
Equipt. Locker
Vestibule
Elec. Lkr.
Water Cooler
Baggage
Toilet
Extension Sofa
Upper Berth
Sliding Door
Linen Locker
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
8'0"
59'6" Truck Centers
11'5"
78'11" Over Body End Sills

Roomette Car, with One Open Section



Modern appointments and softly shaded colors accent this New York Central diner.

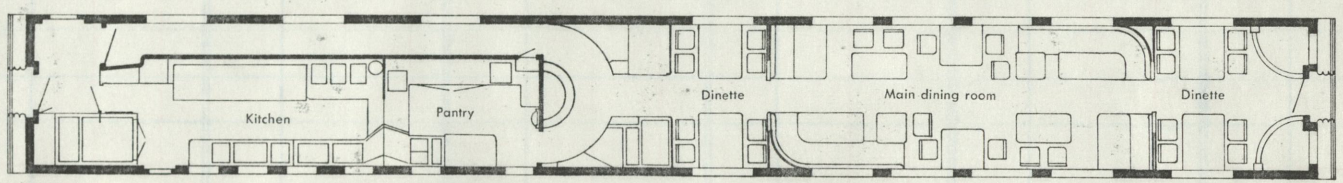
Diner #680

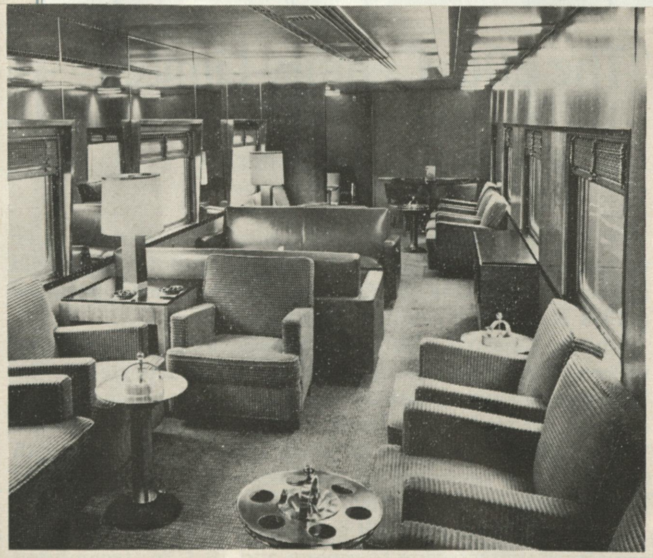

NEW YORK CENTRAL
680

Pullman 1938

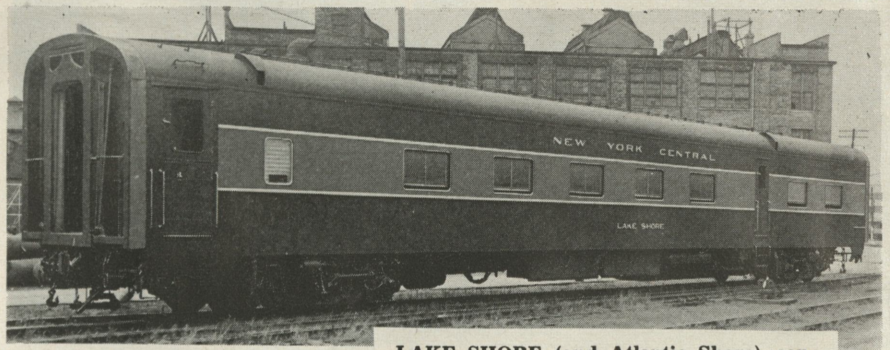
Pullman-Standard.

DINING CAR 680 was one of six such cars built by Pullman in May 1938. Radio antenna and six-wheel trucks were distinctive features.


Kitchen
Pantry
Dinette
Main dining room
Dinette

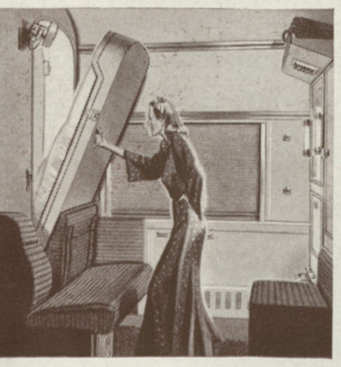


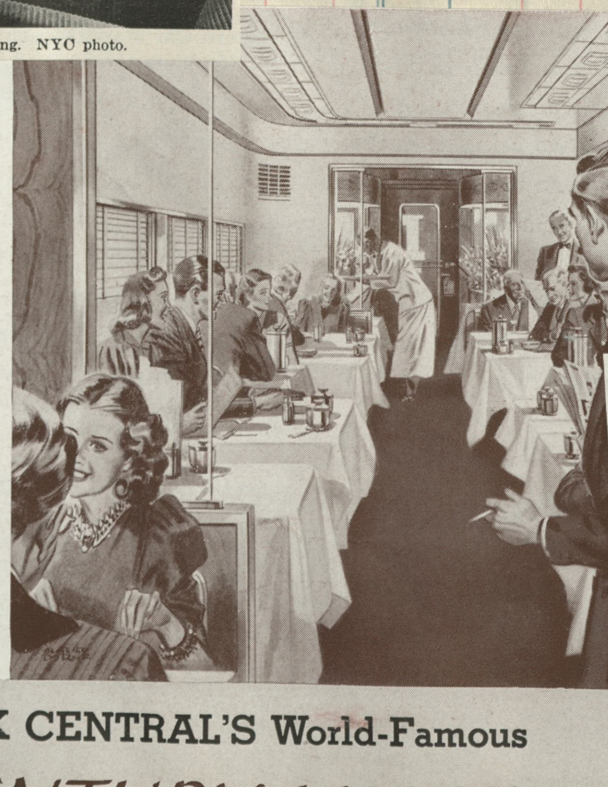
CENTURY CLUB: lounge of ***Lake Shore*** was inviting. NYC photo.


NEW YORK CENTRAL
LAKE SHORE

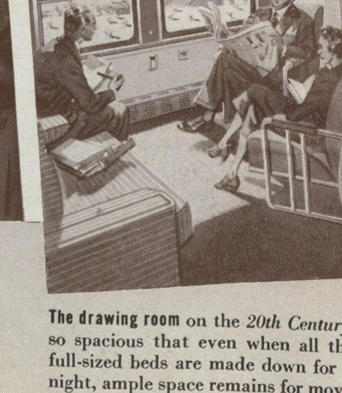
LAKE SHORE (and Atlantic Shore) contained revered "Century Club" midtrain lounge with secretary, barber valet, shower bath, lounge with bar. Cars were withdrawn from Century in 1958, sold to RI in 1959.

A roomette on the *20th Century* costs little more than an open section. Designed for fastidious living, it contains a full-sized bed, concealed toilet facilities, a clothes locker, and such welcome refinements as air conditioning and individualized lighting, ventilating and temperature controls.





The famous hospitality of the *20th Century* is nowhere more apparent than in its diner. For here, when you choose to be alone, you can have a table to yourself . . . here, too, when you feel like mingling with people, the opportunity is made each evening. For, after the last delicious meal is served, this magnificently decorated car becomes a night club complete with colored lights, swing music and secluded conversational corners.



The drawing room on the *20th Century* is so spacious that even when all three full-sized beds are made down for the night, ample space remains for moving about. Of course, the concealed toilet facilities are complete and, in many instances, adjoining rooms are available.

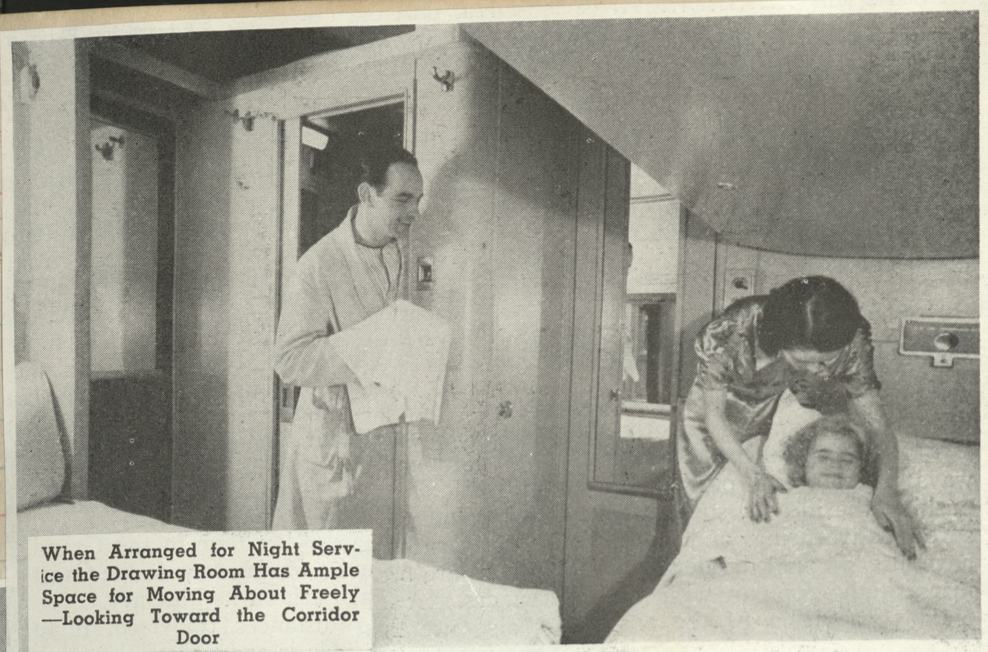
NEW YORK CENTRAL'S World-Famous

20TH CENTURY LIMITED

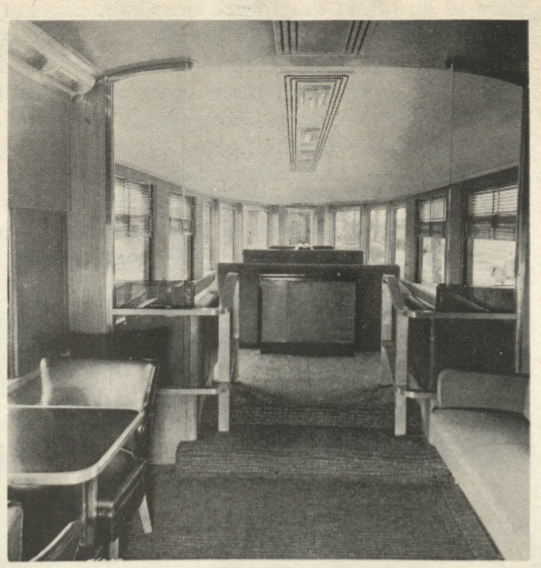
BUILT BY PULLMAN-STANDARD

15

Amount Clos. No Sold A

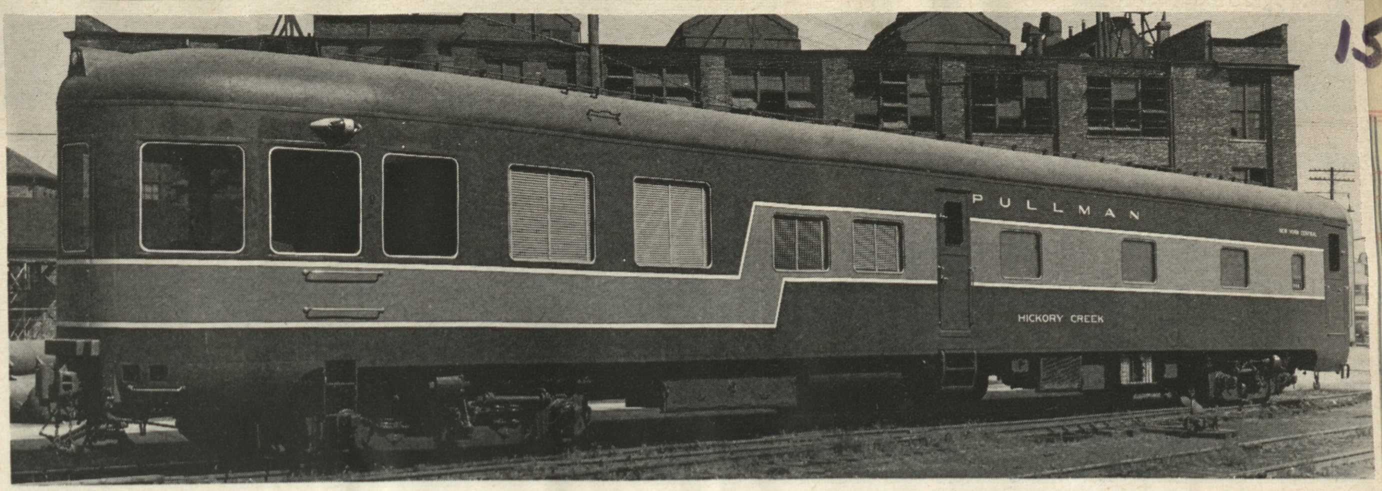


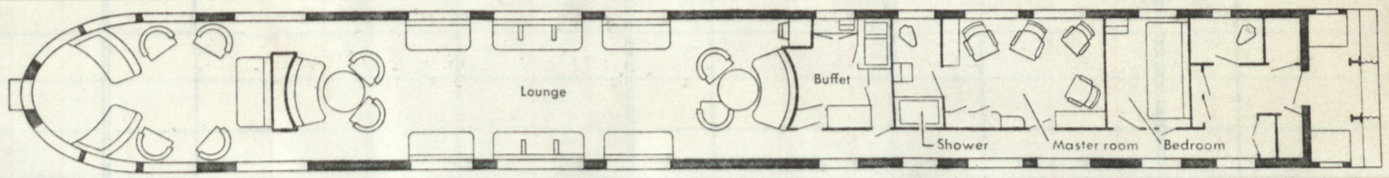
When Arranged for Night Service the Drawing Room Has Ample Space for Moving About Freely —Looking Toward the Corridor Door

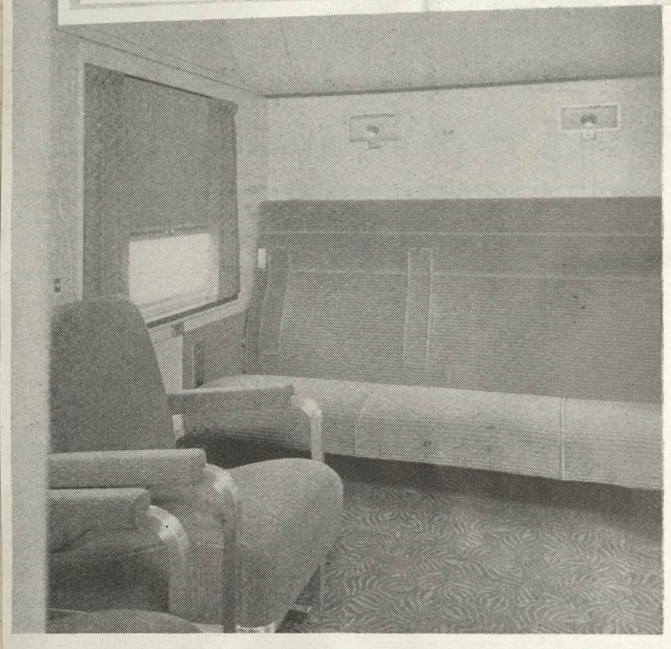


Pullman-Standard.

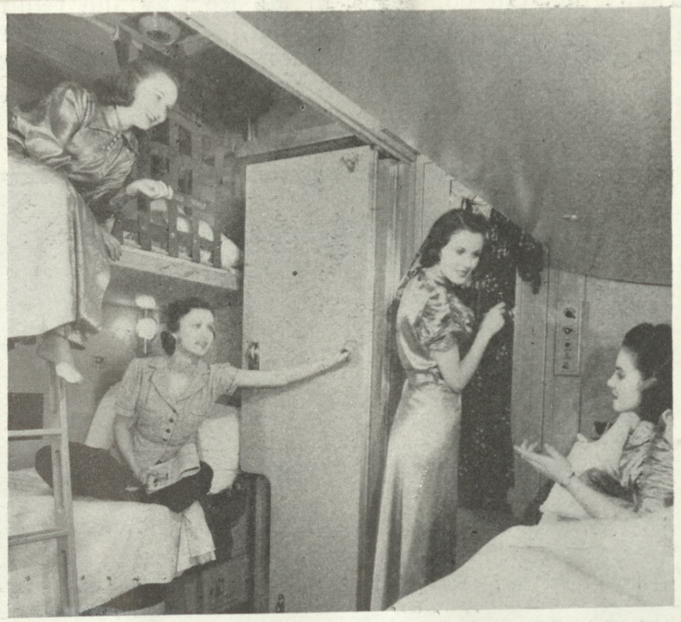
RAISED Lookout Lounge of Hickory Creek is fine spot from which to view the lovely Hudson River.



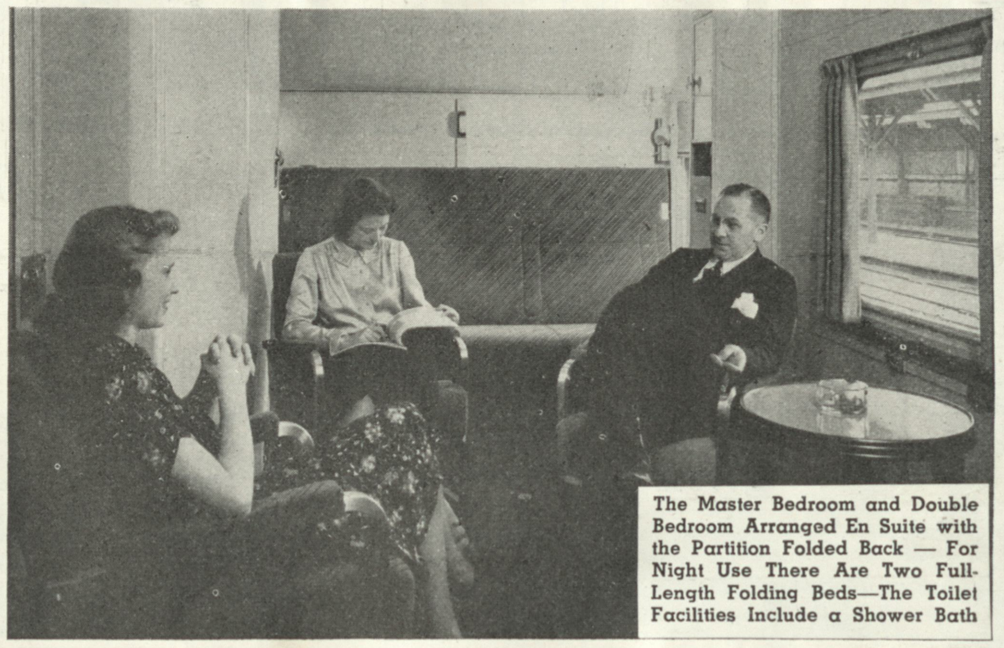




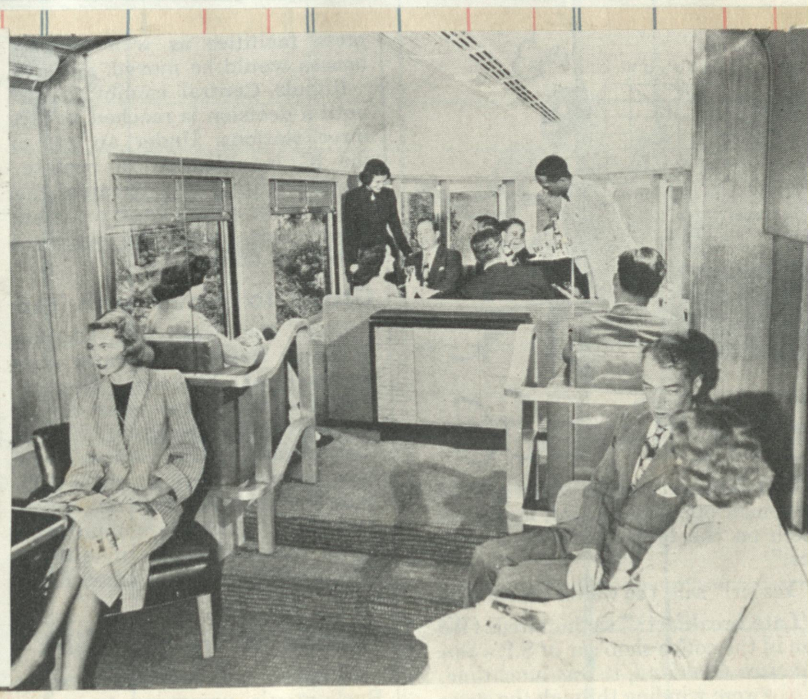
A Double Bedroom in the Daytime



Two Adjoining Double Bedrooms with the Partition Folded Back—Looking Toward the Corridor Door



The Master Bedroom and Double Bedroom Arranged En Suite with the Partition Folded Back — For Night Use There Are Two Full-Length Folding Beds—The Toilet Facilities Include a Shower Bath



his is the "lookout" portion of the Twentieth Century Limited's new "lookout lounge" ob
ion car. The raised floor and the extra-high windows afford greater visibility than co
ional observation cars. The Century, brand new from end to end, began service Septemb

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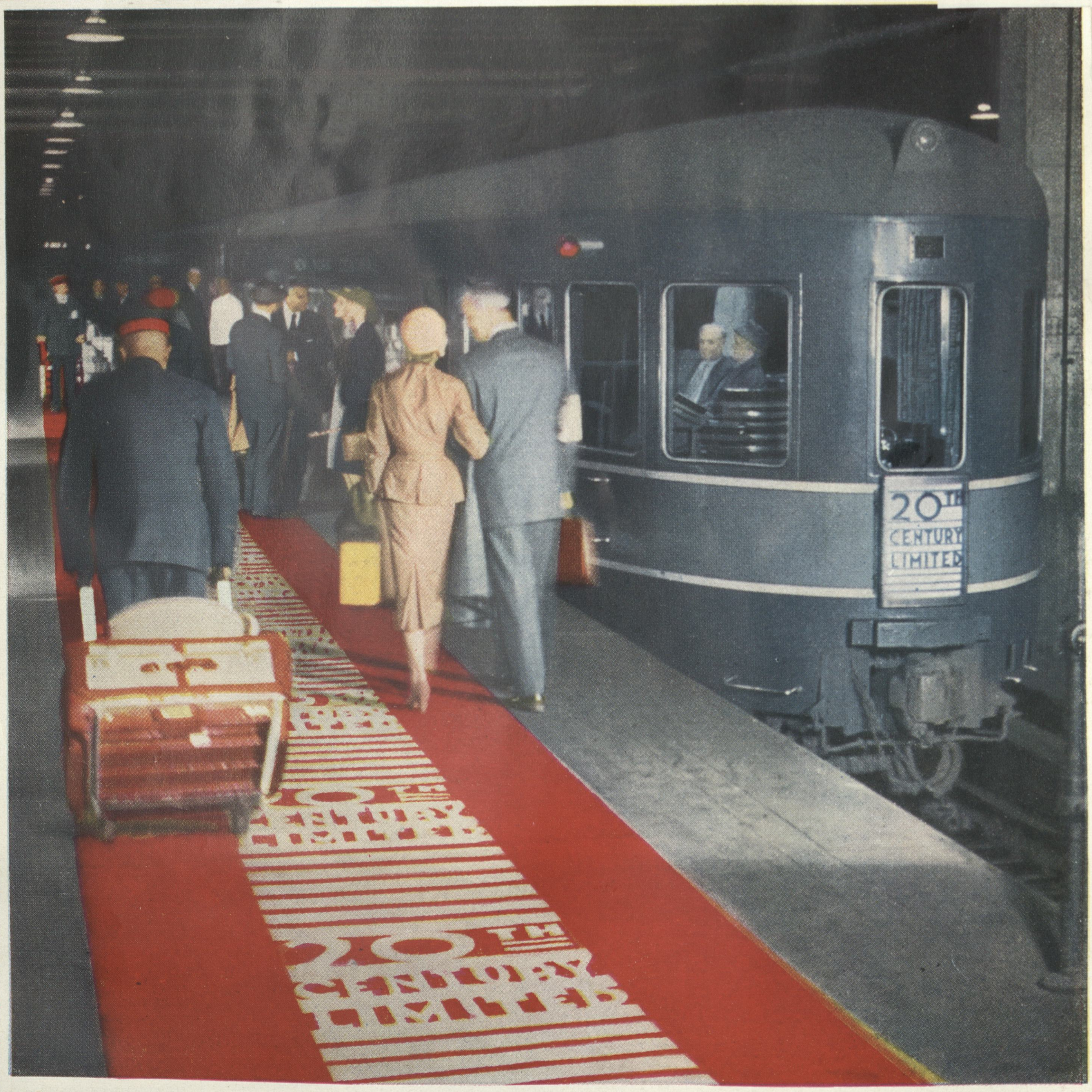


Sure as sundown

New York Central overnighters go *weather or no!*

Skyways and highways may be storm-swept. It doesn't matter. Not to you!

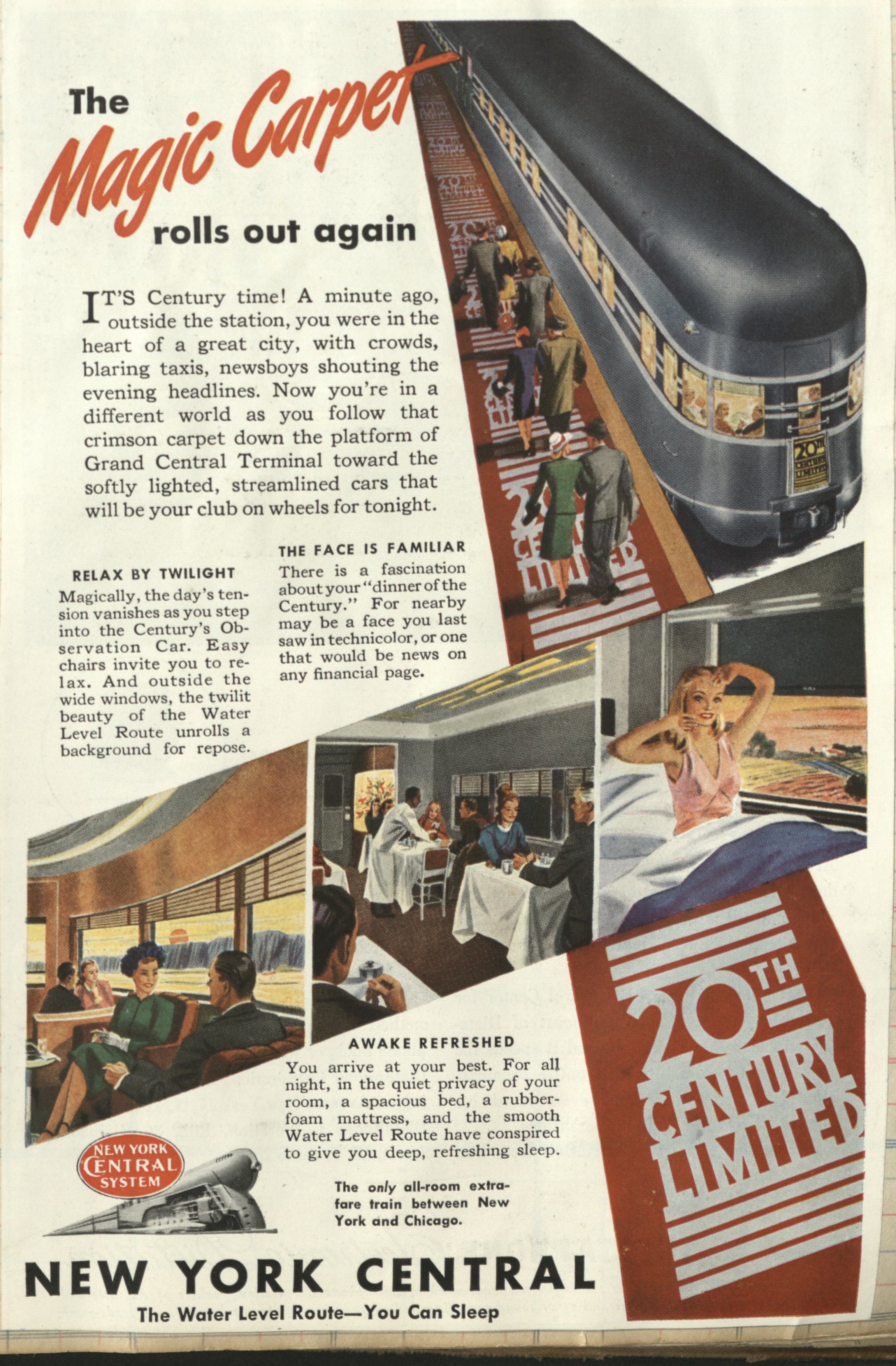
Whatever city you're in or bound for on New York Central . . . there's an all-weather Dieseliner to take you, with an overnight vacation on the way. So step aboard and *rest assured!*

Assured of air-conditioned climate, ample room to roam.

Assured of tempting, freshly prepared meals in the dining car . . . refreshments and sociability in the lounge.

Assured of a perfectly appointed room . . . a big, soft bed . . . and a smooth Water Level Route, made for slumber.

Assured that you'll *keep* those distant dates tomorrow . . . with a certainty no other travel can match!



The Magic Carpet rolls out again

IT'S Century time! A minute ago, outside the station, you were in the heart of a great city, with crowds, blaring taxis, newsboys shouting the evening headlines. Now you're in a different world as you follow that crimson carpet down the platform of Grand Central Terminal toward the softly lighted, streamlined cars that will be your club on wheels for tonight.

RELAX BY TWILIGHT

Magically, the day's tension vanishes as you step into the Century's Observation Car. Easy chairs invite you to relax. And outside the wide windows, the twilit beauty of the Water Level Route unrolls a background for repose.

THE FACE IS FAMILIAR

There is a fascination about your "dinner of the Century." For nearby may be a face you last saw in technicolor, or one that would be news on any financial page.

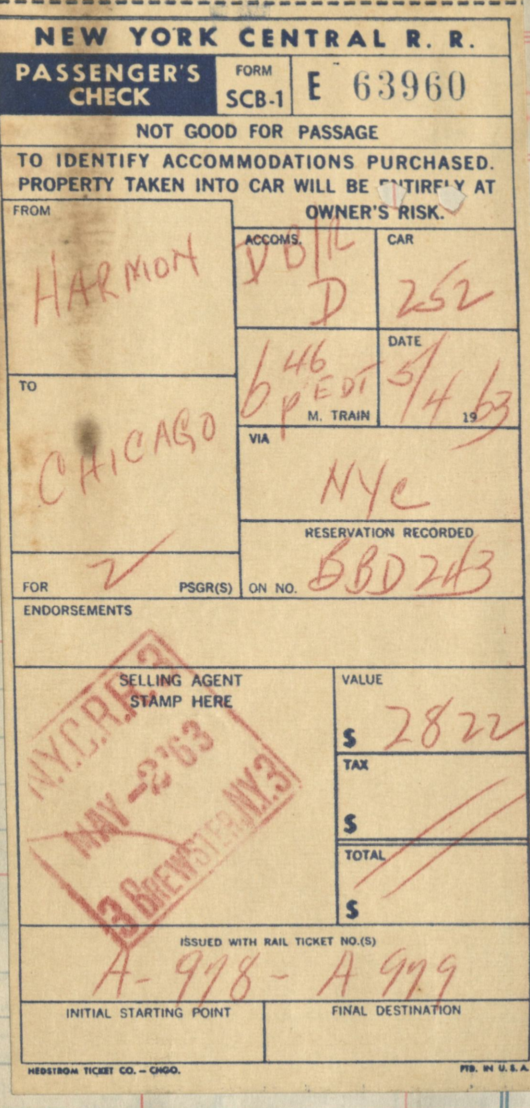
AWAKE REFRESHED

You arrive at your best. For all night, in the quiet privacy of your room, a spacious bed, a rubber-foam mattress, and the smooth Water Level Route have conspired to give you deep, refreshing sleep.

The *only* all-room extra-fare train between New York and Chicago.

NEW YORK CENTRAL

The Water Level Route—You Can Sleep



NEW YORK CENTRAL R. R.

PASSENGER'S CHECK	FORM SCB-1	E 63960

NOT GOOD FOR PASSAGE

TO IDENTIFY ACCOMMODATIONS PURCHASED. PROPERTY TAKEN INTO CAR WILL BE ENTIRELY AT OWNER'S RISK.

FROM HARMON

ACCOMS. DB/R D

CAR 252

6 46 P EDT M. TRAIN

DATE 5/4 1963

TO CHICAGO

VIA NYC

FOR 2 PSGR(S)

RESERVATION RECORDED ON NO. BBD 243

ENDORSEMENTS

SELLING AGENT STAMP HERE

N.Y.C.R.R. MAY -2 '63 3 BREWSTER, N.Y. 3

VALUE $ 2822

TAX $

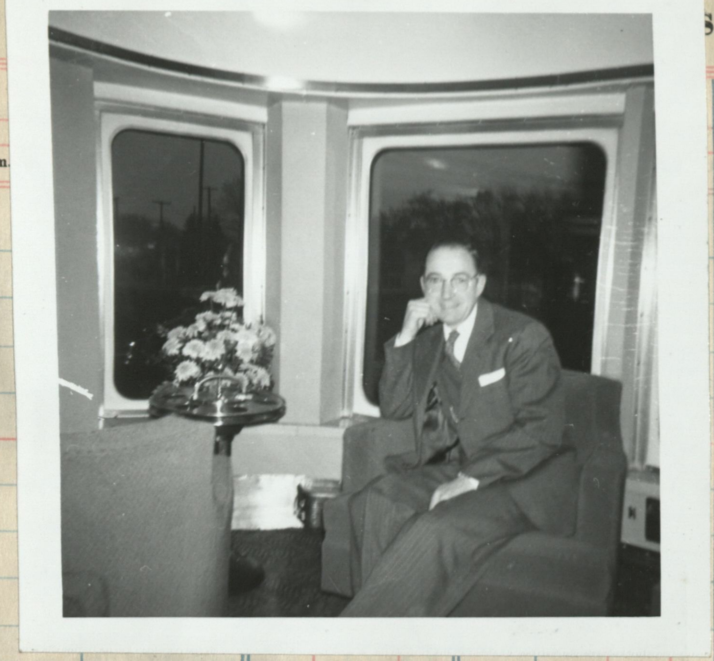
TOTAL $

ISSUED WITH RAIL TICKET NO.(S) A-978 - A 979

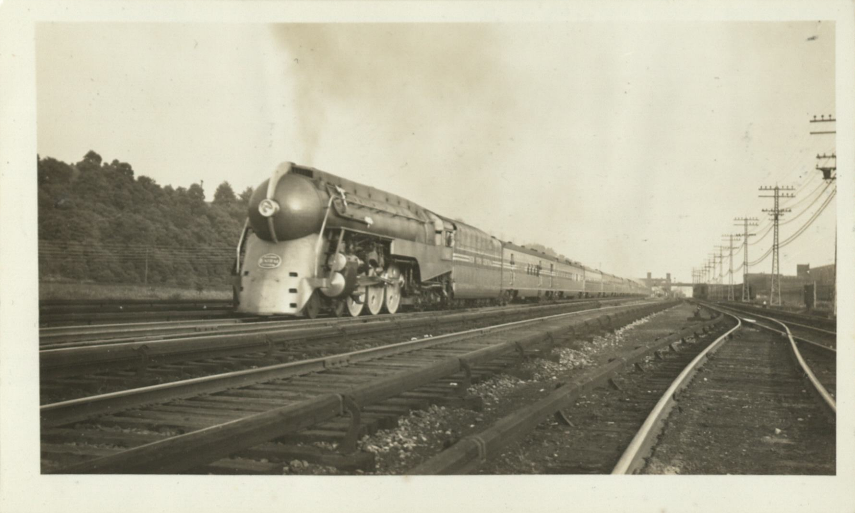
INITIAL STARTING POINT

FINAL DESTINATION

HEDSTROM TICKET CO. – CHGO. PTD. IN U.S.A.

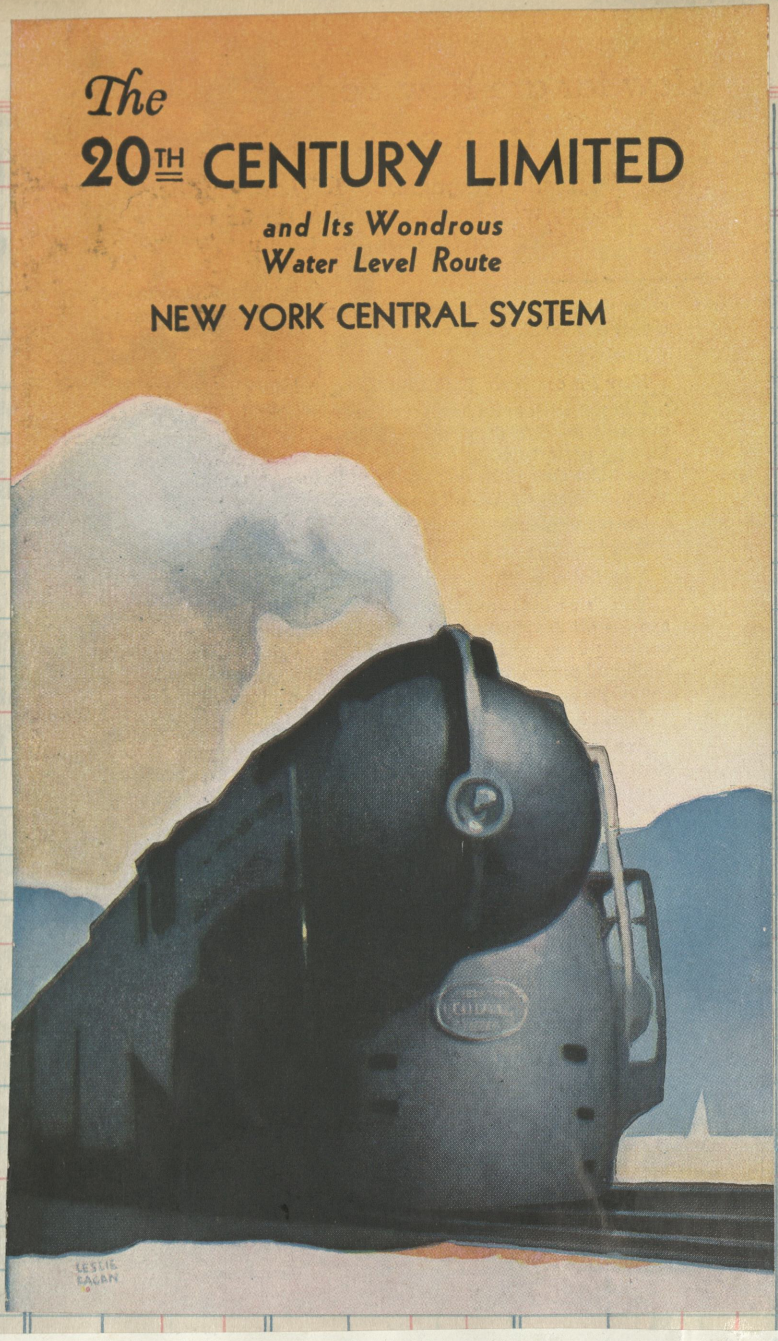


McK relaxes in the Observation car on Trn #25, the 20th Century Ltd., May 4, 1963. Thru courtesy of Mr. Leo Horstman, System General Passenger Agent, our passes were made valid for the trip New York to Chicago. Held space double bedroom "D" in car #252.



Friend Ed May took this shot of "new" #25 departing Harmon with eng 5451 on 6/18/38

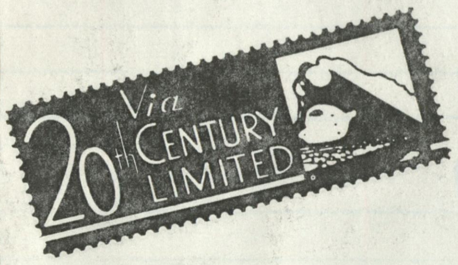
NEW YORK CENTRAL SYSTEM



The 20TH CENTURY LIMITED

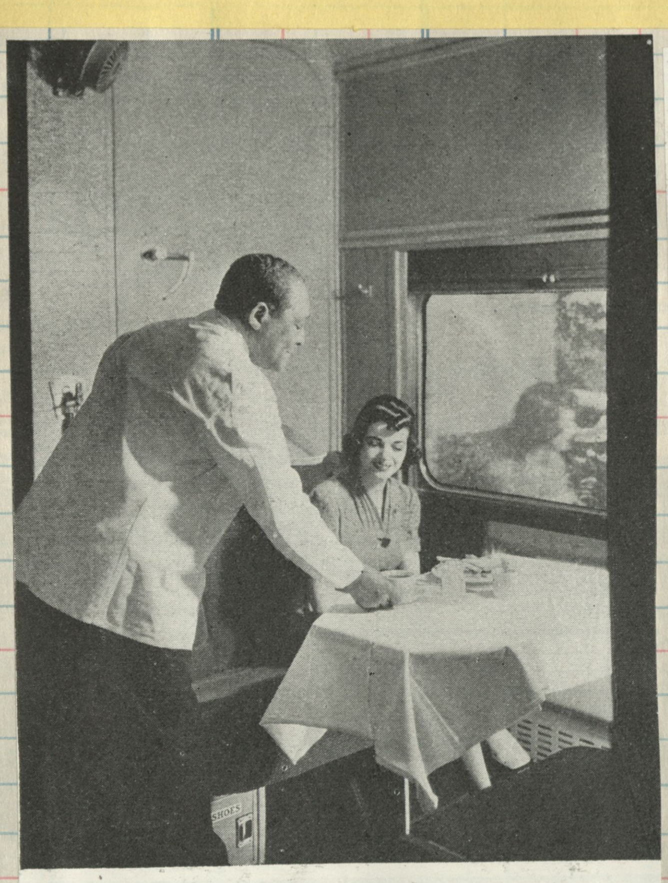
and Its Wondrous Water Level Route

NEW YORK CENTRAL SYSTEM

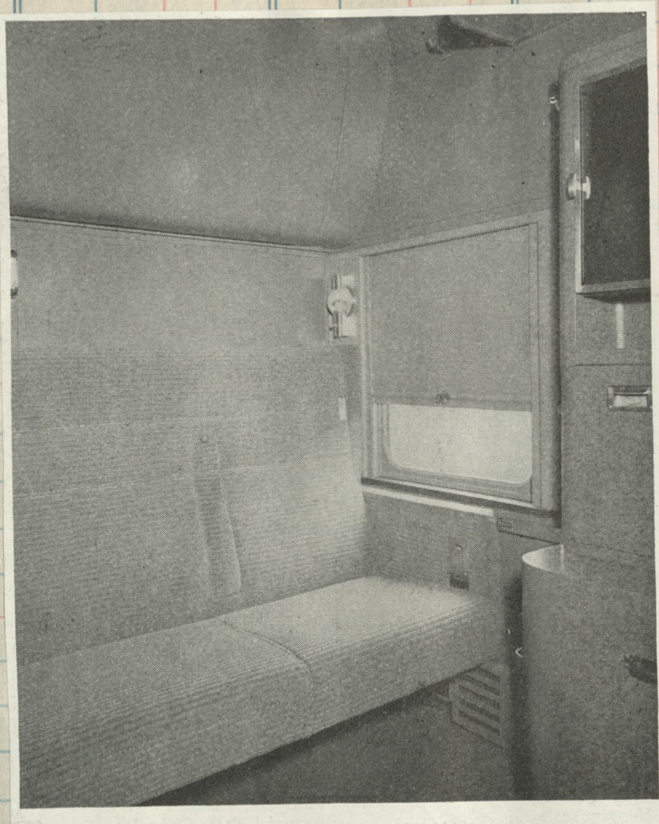


MAIL from the business and financial houses of Wall and La Salle streets rode the head end of the Century. Priority mail was collected during the day in New York and Chicago, sorted in transit during the night, and delivered the next day in the other city. The stamp indicated mail to receive this preferrential treatment.

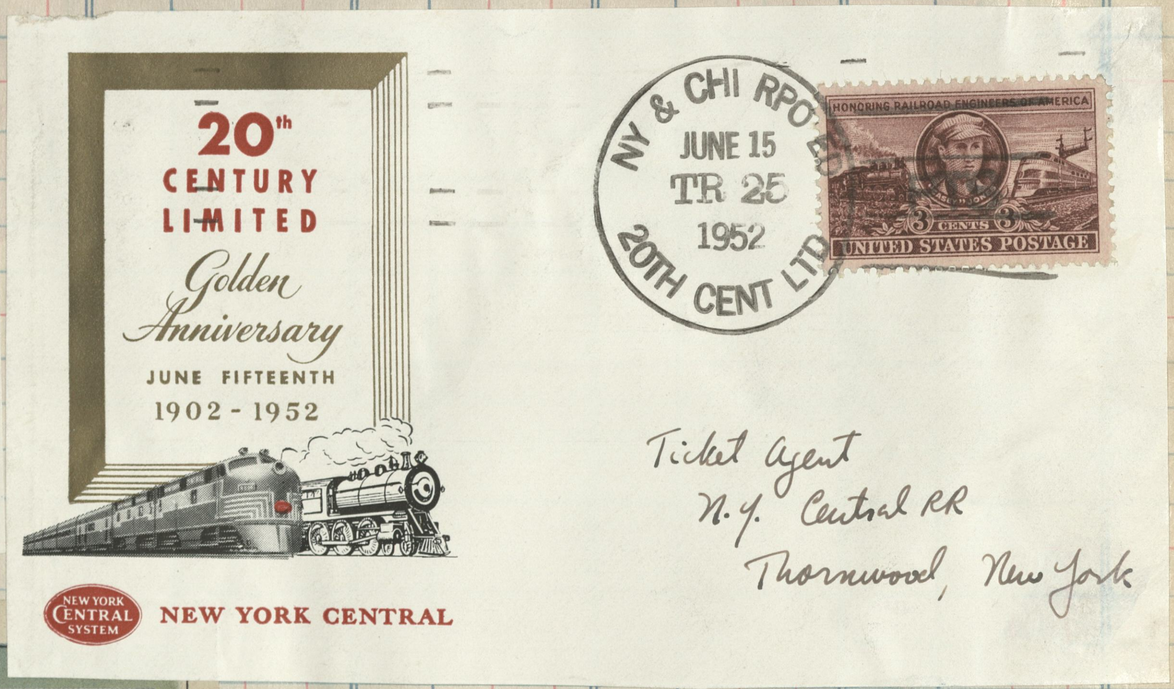
7500 PIECES of mail are delivered by messenger direct to Century in New York daily, 3800 pieces in Chicago. In addition, 175,000 letters collected daily in special mail drops in Post Offices are carried for business houses not trusting of air mail.



A Daytime Glimpse of a Roomette



The Spacious Interior of the New Drawing Room in the Daytime



20th CENTURY LIMITED

Golden Anniversary

JUNE FIFTEENTH

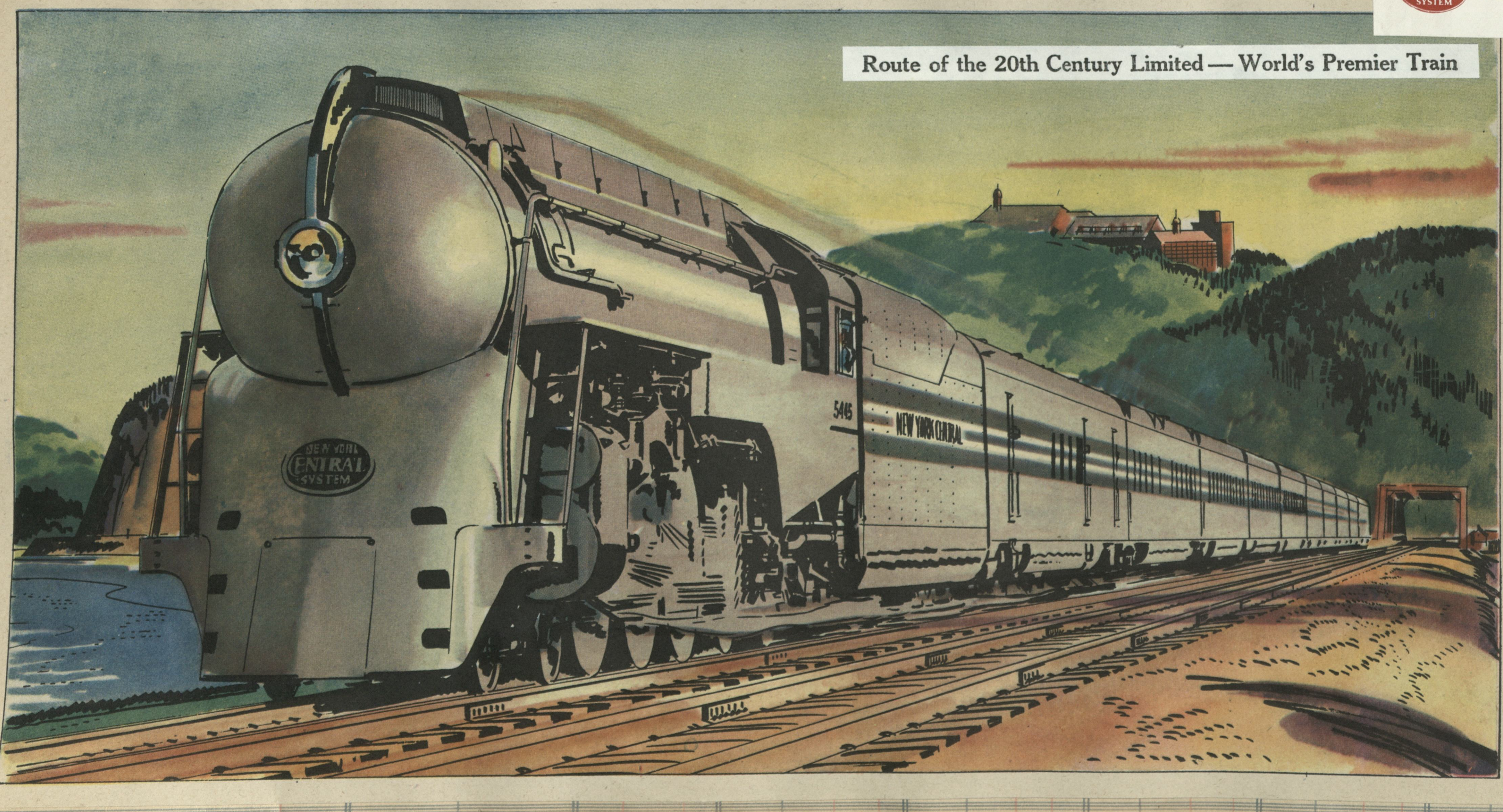
1902 - 1952

NEW YORK CENTRAL SYSTEM NEW YORK CENTRAL

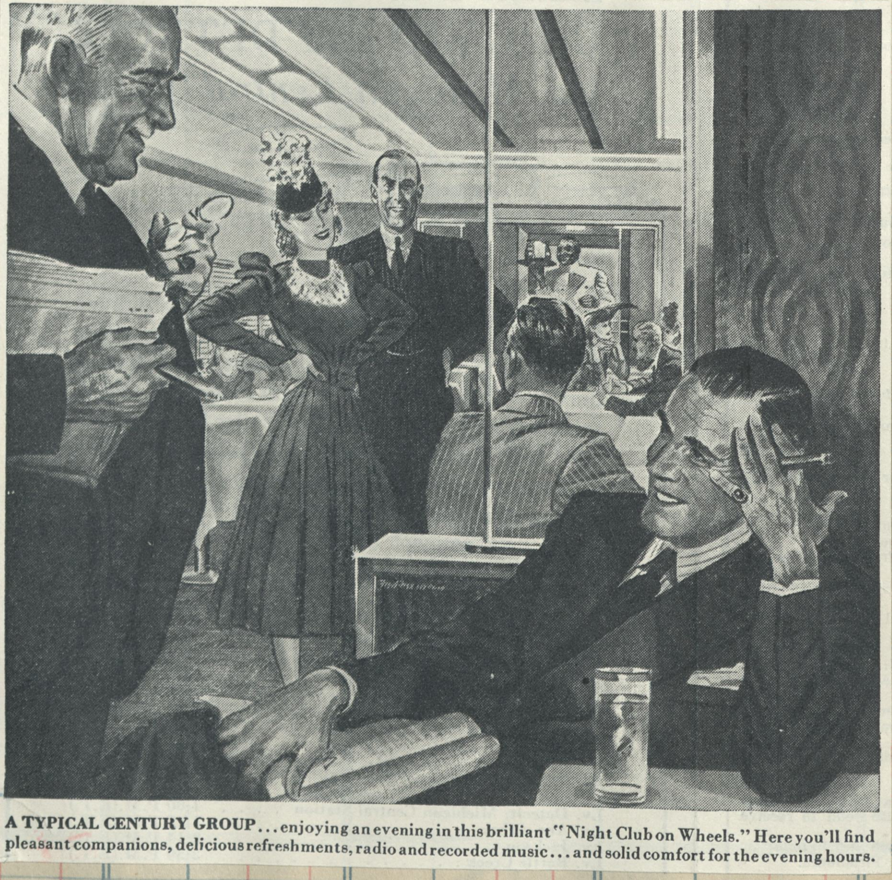
NY & CHI RPO E.D. JUNE 15 TR 25 1952 20TH CENT LTD

HONORING RAILROAD ENGINEERS OF AMERICA
3 CENTS 3
UNITED STATES POSTAGE

Ticket Agent
N.Y. Central RR
Thornwood, New York



Route of the 20th Century Limited — World's Premier Train



A TYPICAL CENTURY GROUP . . . enjoying an evening in this brilliant "Night Club on Wheels." Here you'll find pleasant companions, delicious refreshments, radio and recorded music . . . and solid comfort for the evening hours.

Last trip...December 3, 1967

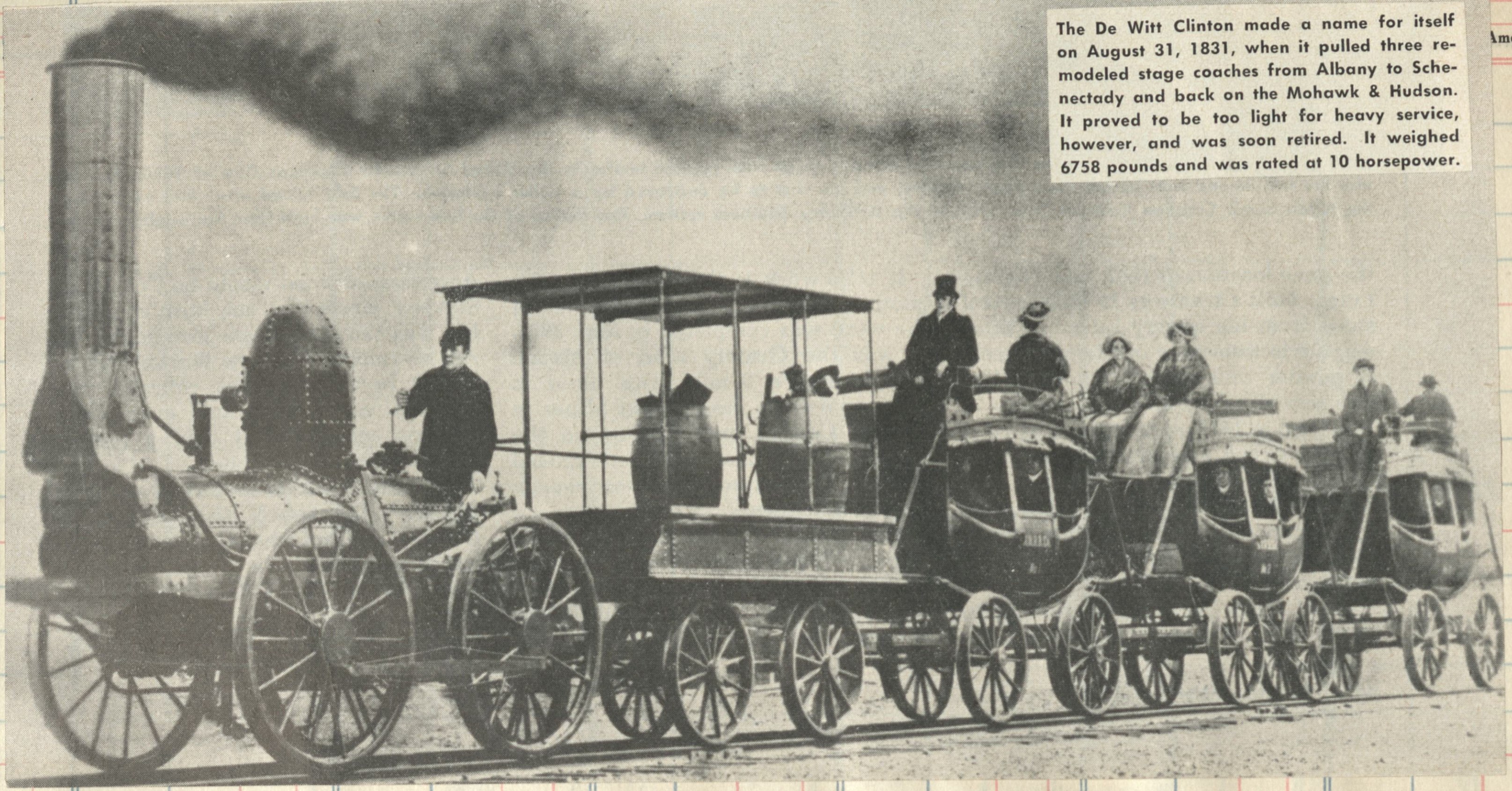
MOHAWK & HUDSON STATION.

NYCS
APA-46

2-43 1000 bks. (Eureka 96728)
Printed in U. S. A.

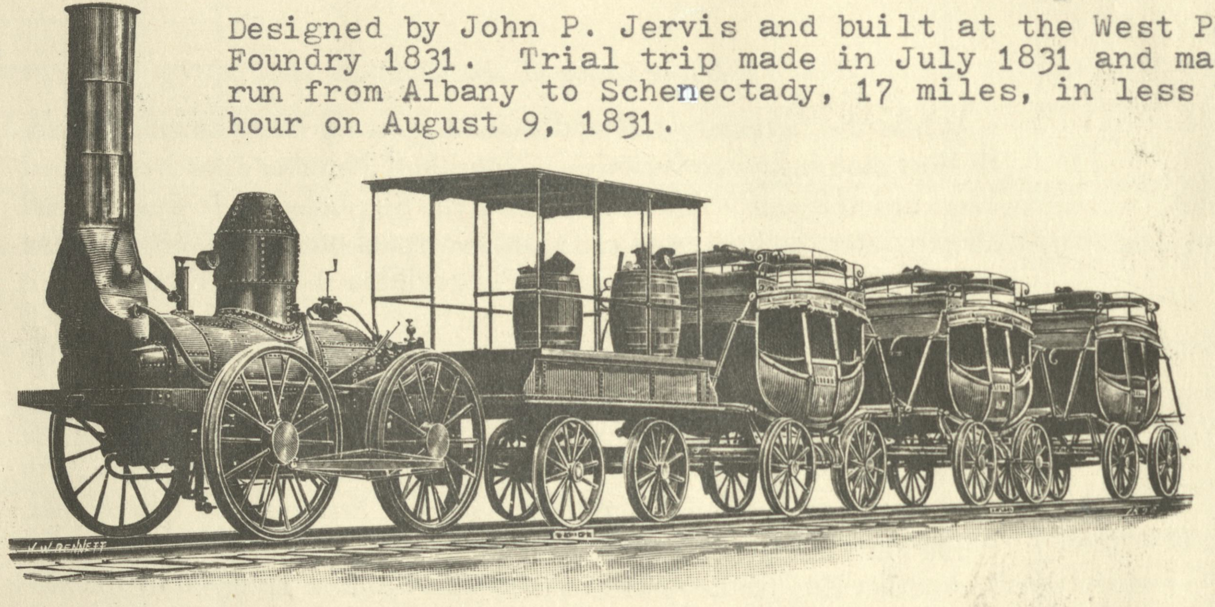
CUT HERE
To Make
Short Sheet

Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount

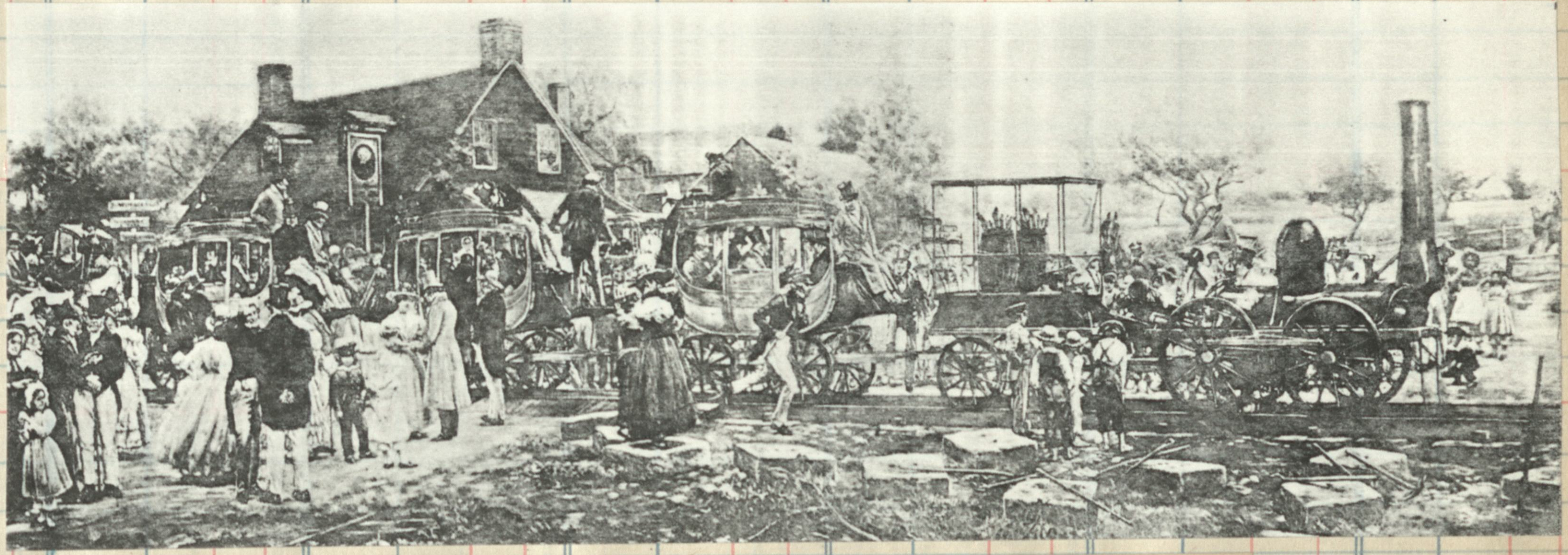


The De Witt Clinton made a name for itself on August 31, 1831, when it pulled three remodeled stage coaches from Albany to Schenectady and back on the Mohawk & Hudson. It proved to be too light for heavy service, however, and was soon retired. It weighed 6758 pounds and was rated at 10 horsepower.

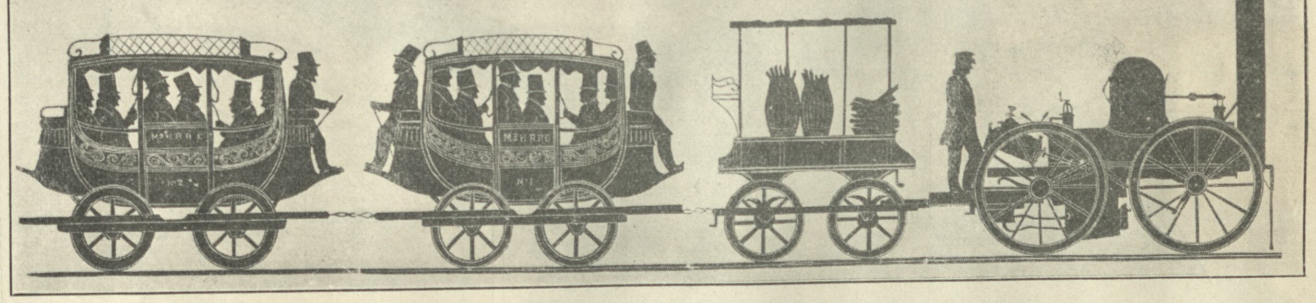
Designed by John P. Jervis and built at the West Point Foundry 1831. Trial trip made in July 1831 and made the run from Albany to Schenectady, 17 miles, in less than an hour on August 9, 1831.



6. *The* DeWitt Clinton *of the Mohawk and Hudson Railroad, 1831.*

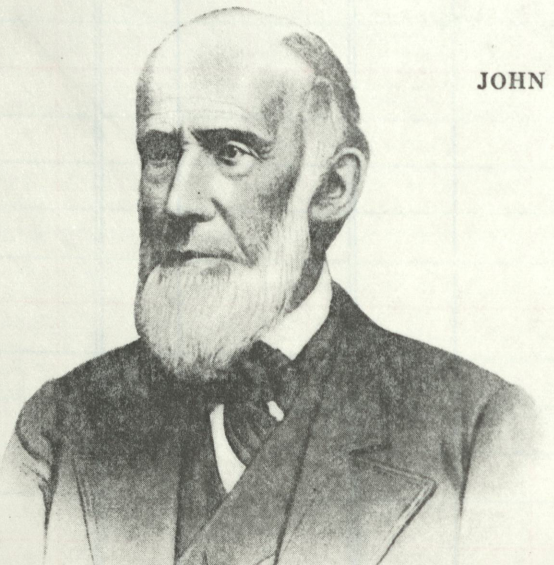


A stop at Old Hickory Inn, two miles west of Albany

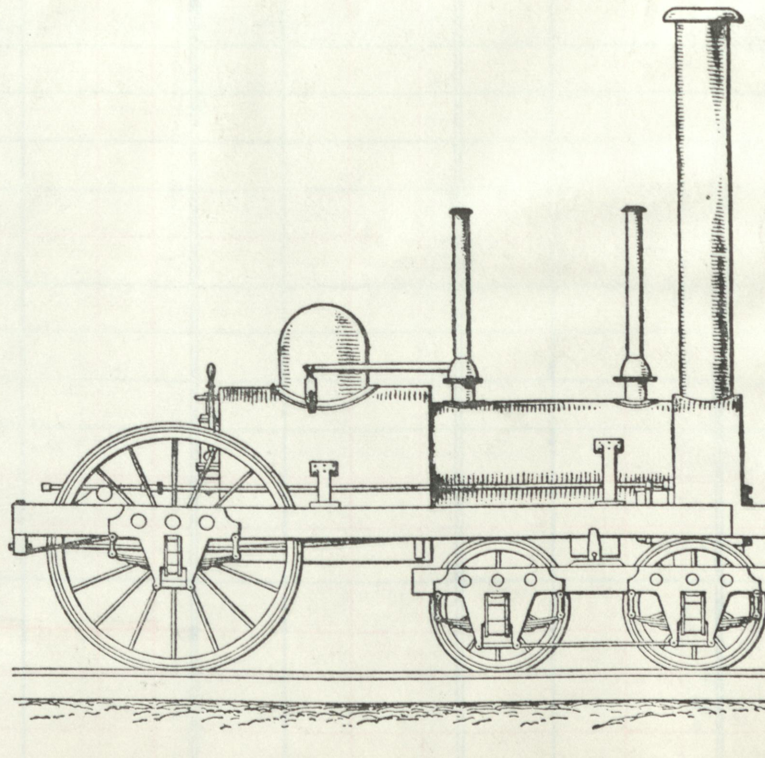


From W. H. Brown's famous silhouette of the De Witt Clinton made at the time of her trial run.

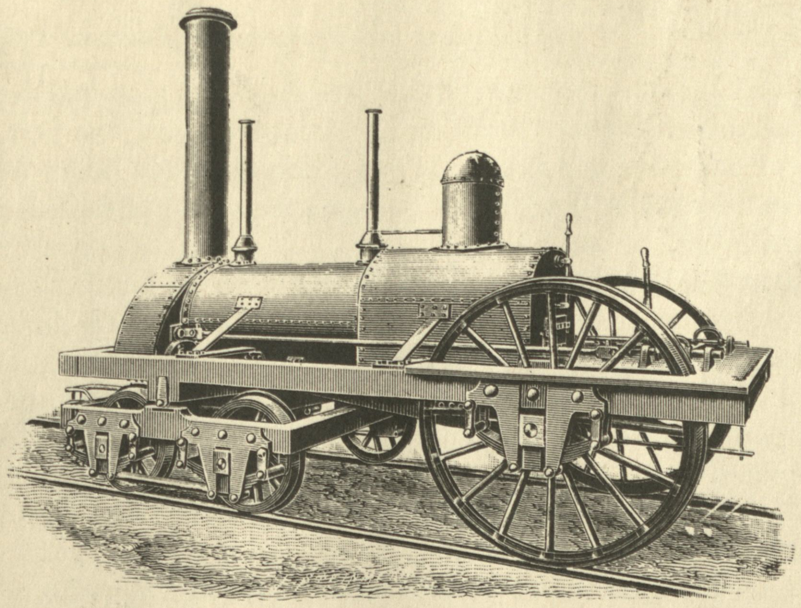
"The time will come when people will travel in stages moved by steam engines from one city to another, almost as fast as birds can fly, fifteen or twenty miles an hour. Passing through the air with such velocity will be most exhilarating exercise. To accomplish this two sets of railways will be laid, so nearly level as not to deviate more than two degrees from the horizontal, made of wood or iron, etc., etc."



JOHN B. JERVIS, brilliant engineer who developed the first locomotive bogie truck.

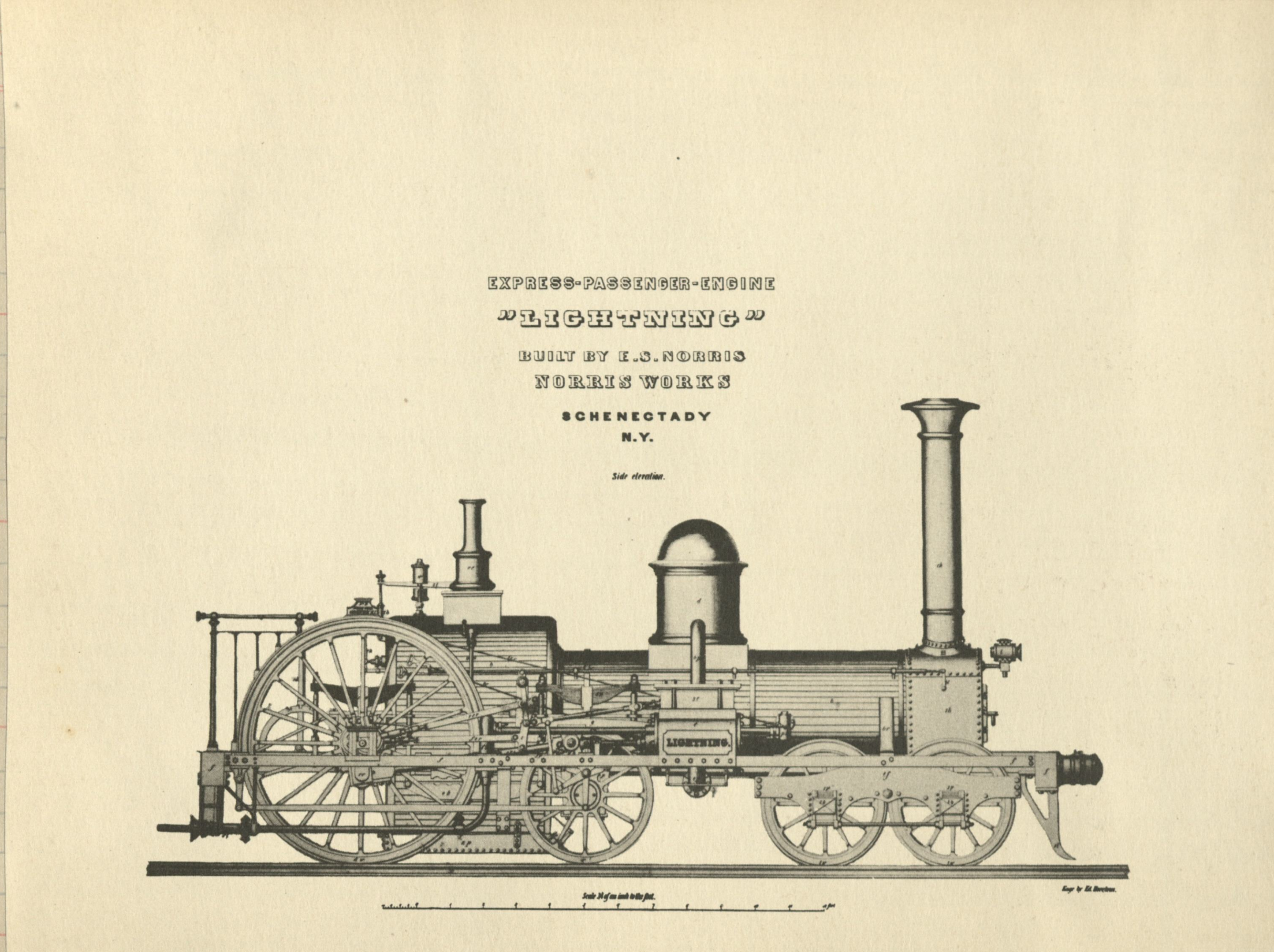


The EXPERIMENT, designed by Jervis, as originally built with long firebox to burn anthracite coal. The two vertical tubes on the boiler were escape pipes for safety valves, the front one being a security valve — out of the engineer's control. This was factory installed to prevent the engineer from raising boiler pressure too high. Proportionately high stack was to improve draft and to lift smoke and sparks above the train. The EXPERIMENT, built by West Point Foundry in 1832, had 9½" x 16" cylinders and 60" drivers.

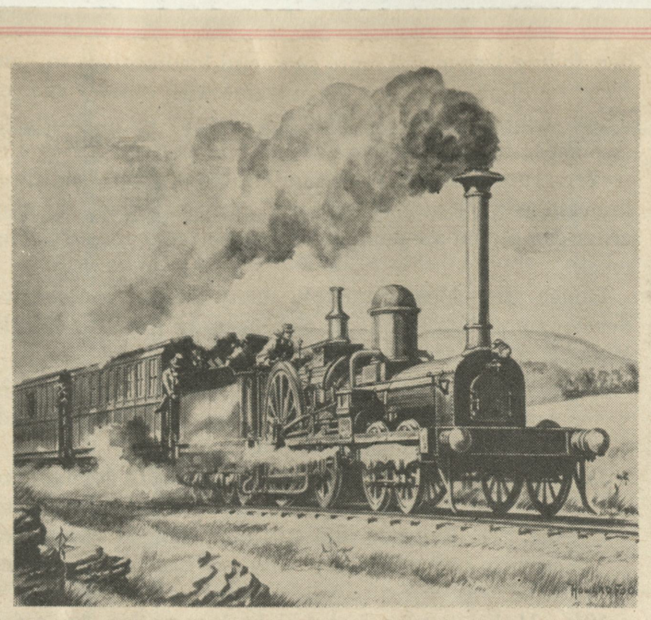


9. *The* Brother Jonathan, *1832.*

UTICA & SCHENECTADY


EXPRESS-PASSENGER-ENGINE
"LIGHTNING"
BUILT BY E.S.NORRIS
NORRIS WORKS
SCHENECTADY
N.Y.
Side elevation.
LIGHTNING

18. The Lightning of the Utica and Schenectady Railroad, 1849.



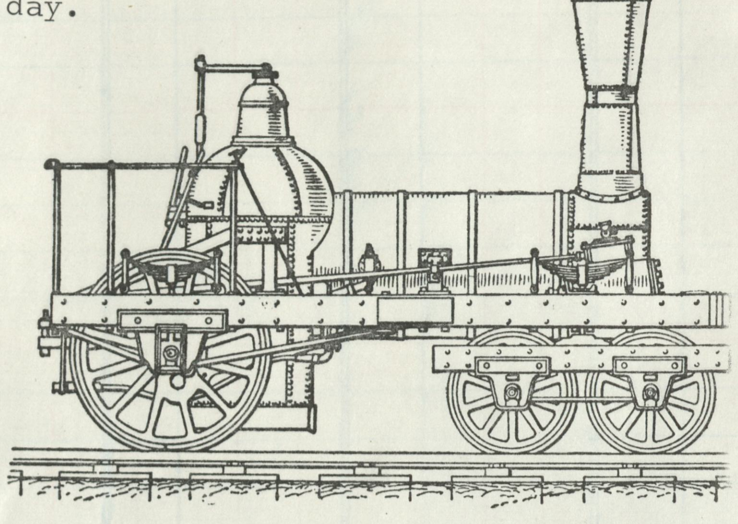
THE "LIGHTNING" FIRST SCHENECTADY LOCOMOTIVE BUILT IN 1848
The first of the 75,000 steam locomotives built by Alco.

The "Lightning" weighed about 15 tons, had 84-inch drivers. Although rated to haul nine cars at from nine to 15 miles an hour, it is recorded that she once pulled an eight-car train at 80 miles an hour. There is no record of the Lightning's selling price, but the next locomotives built at Schenectady sold for an average of $7,500.

Delivered to the Utica and Schenectady Railroad in 1849, the "Lightning" was intended to develop high speeds and eventually revolutionize railway locomotion.

Unfortunately the "Lightning" was ahead of her time. She was too powerful for existing roadbeds. She was retired to keep her from pounding the tracks to pieces. It is assumed that she was reduced to scrap during the Civil War.

In 1836 Baldwin built eight similar engines for the U.& S. One, #7 c/n 37, sold to the M.C. "Alert" and later to G.& C.U. (C&NW) "Pioneer" and remains to this day.



A standard Baldwin 4-2-0, as normal as Baldwin can be. This solid performing type of locomotive was a major factor in the early success of the Utica & Schenectady R.R. The rugged little 4-2-0 type, adaptable to the bad early track, put many American railroads on their feet.

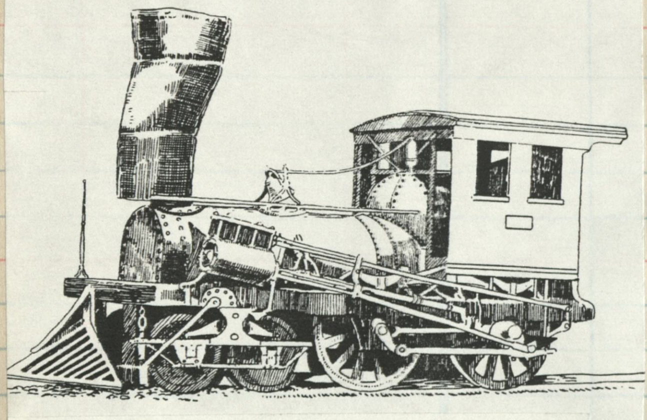
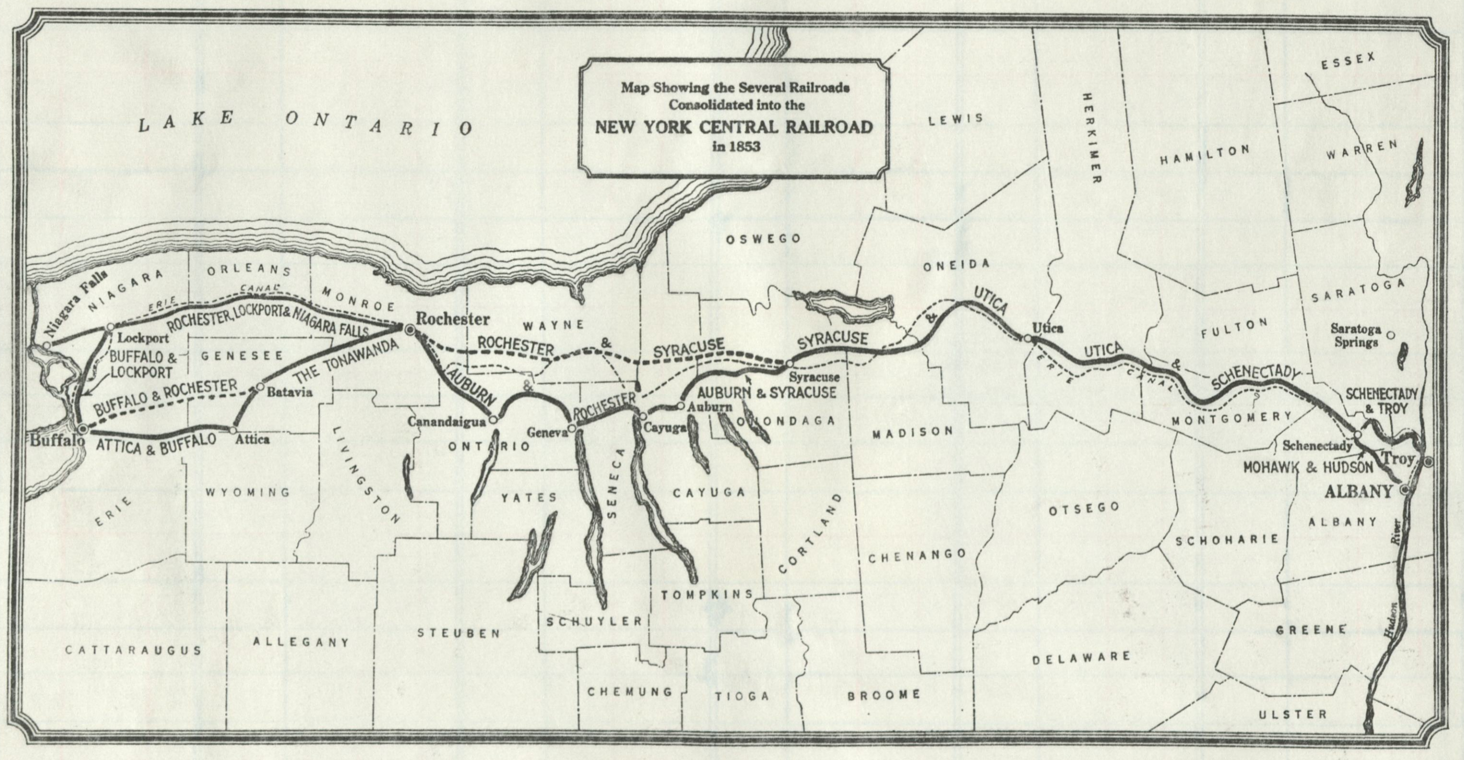
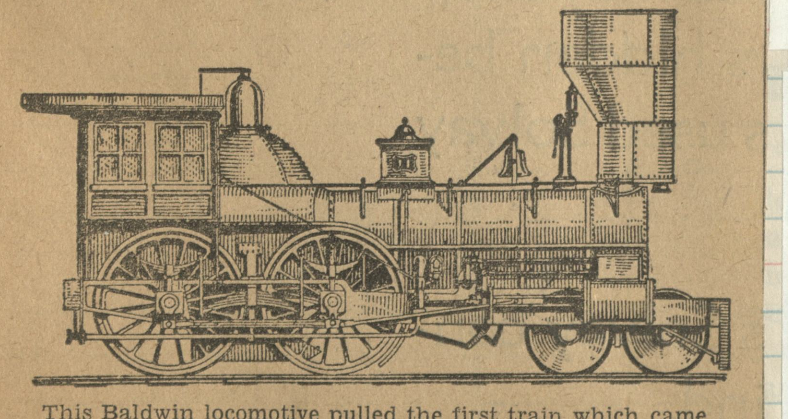


Fig. 17. The Utica and Schenectady's No. 11 shown as rebuilt by David Matthew in 1844. Originally thought to be a Baldwin 4-2-0.

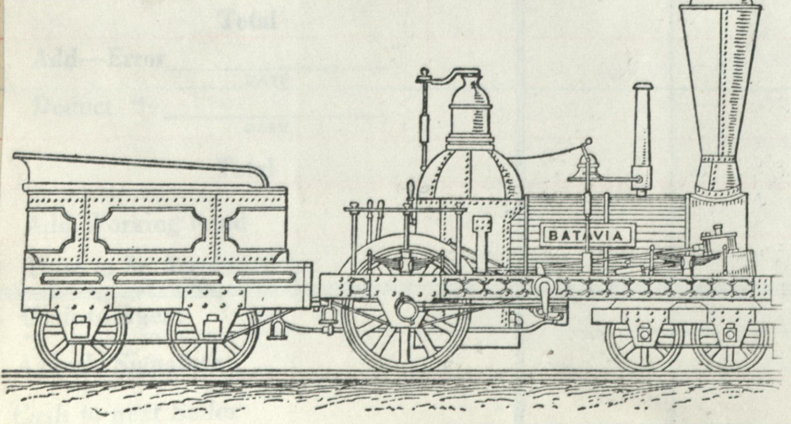


Map Showing the Several Railroads Consolidated into the
NEW YORK CENTRAL RAILROAD
in 1853

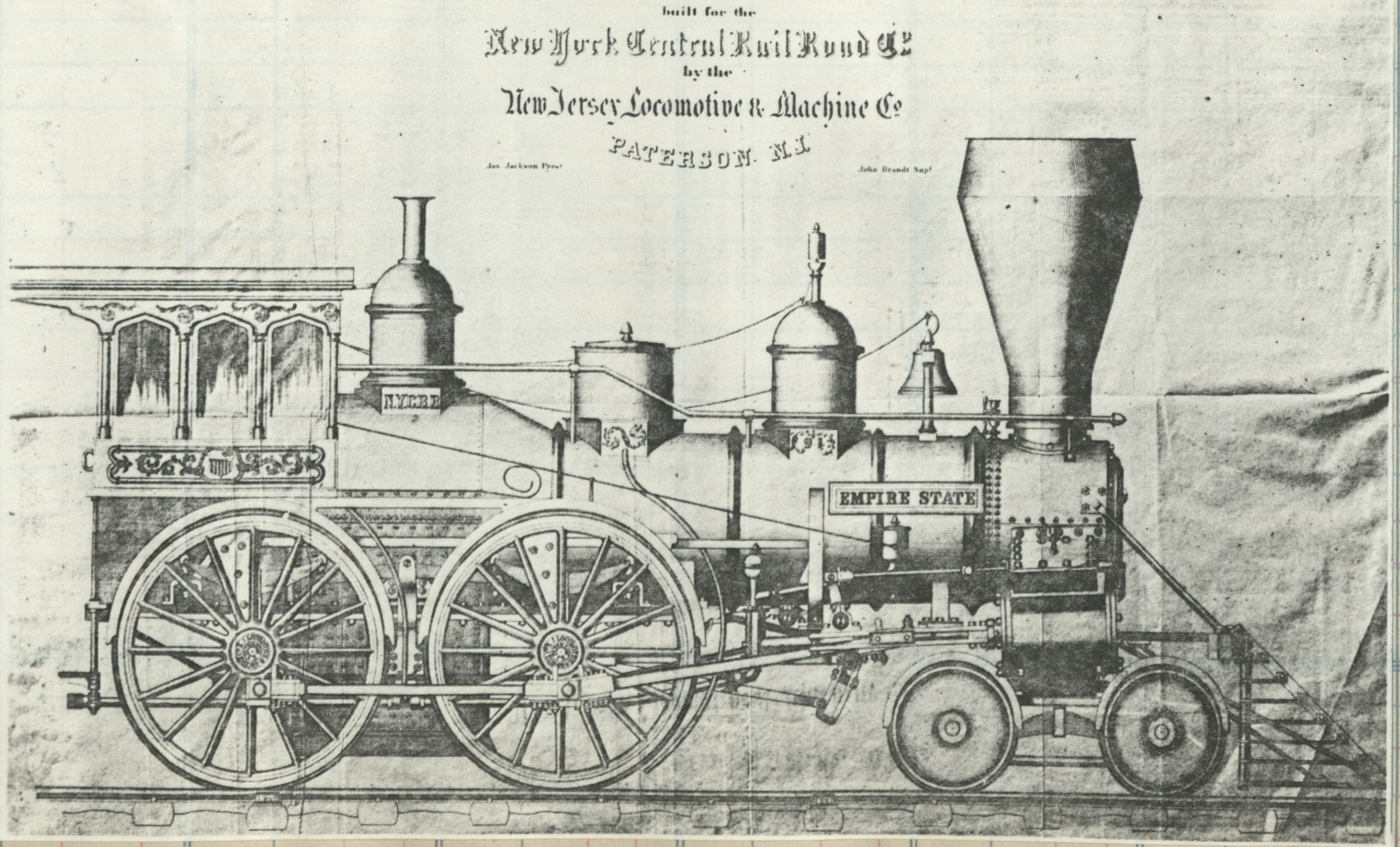
LAKE ONTARIO
Niagara Falls
NIAGARA
ORLEANS
MONROE
ERIE CANAL
Lockport
BUFFALO & LOCKPORT
ROCHESTER, LOCKPORT & NIAGARA FALLS
GENESEE
THE TONAWANDA
Rochester
BUFFALO & ROCHESTER
Batavia
Buffalo
ATTICA & BUFFALO
Attica
WAYNE
ROCHESTER & SYRACUSE
AUBURN
Canandaigua
ONTARIO
Geneva
ROCHESTER
Cayuga
AUBURN & SYRACUSE
Auburn
Syracuse
ONONDAGA
SYRACUSE
UTICA
OSWEGO
ONEIDA
Utica
UTICA & SCHENECTADY
LEWIS
HERKIMER
HAMILTON
ESSEX
WARREN
SARATOGA
Saratoga Springs
FULTON
MONTGOMERY
SCHENECTADY & TROY
Schenectady
MOHAWK & HUDSON
Troy
ALBANY
WYOMING
LIVINGSTON
YATES
SENECA
CAYUGA
MADISON
CORTLAND
OTSEGO
SCHOHARIE
ERIE
CHENANGO
TOMPKINS
SCHUYLER
STEUBEN
ALLEGANY
CATTARAUGUS
CHEMUNG
TIOGA
BROOME
DELAWARE
GREENE
ULSTER
Hudson River

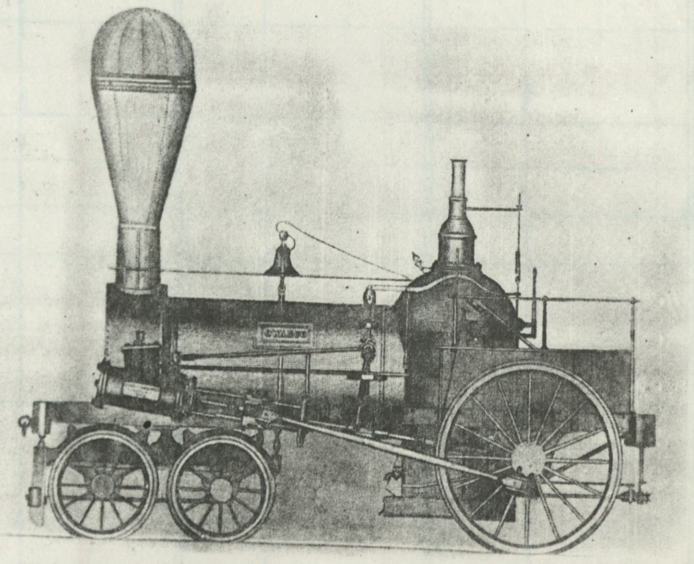


This Baldwin locomotive pulled the first train which came into the city on the Syracuse & Utica railroad July 3, 1839.



A 4-2-0 of 1838 built for the Tonawanda Railroad. This was the first Rogers built with Dome Bury firebox.


EMPIRE STATE
built for the
New York Central Rail Road Co.
by the
New Jersey Locomotive & Machine Co.
PATERSON. N.J.
Jos. Jackson Prest
John Brandt Supt
EMPIRE STATE
NYCRR



Smithsonian Institution

Auburn & Syracuse OWASCO was built by Dennis, Thomas & Wood in 1840; then rebuilt into a 4-4-0 at Auburn Prison. Note the lack of frame, a practice soon discontinued because of excess pressure on the boiler shell.

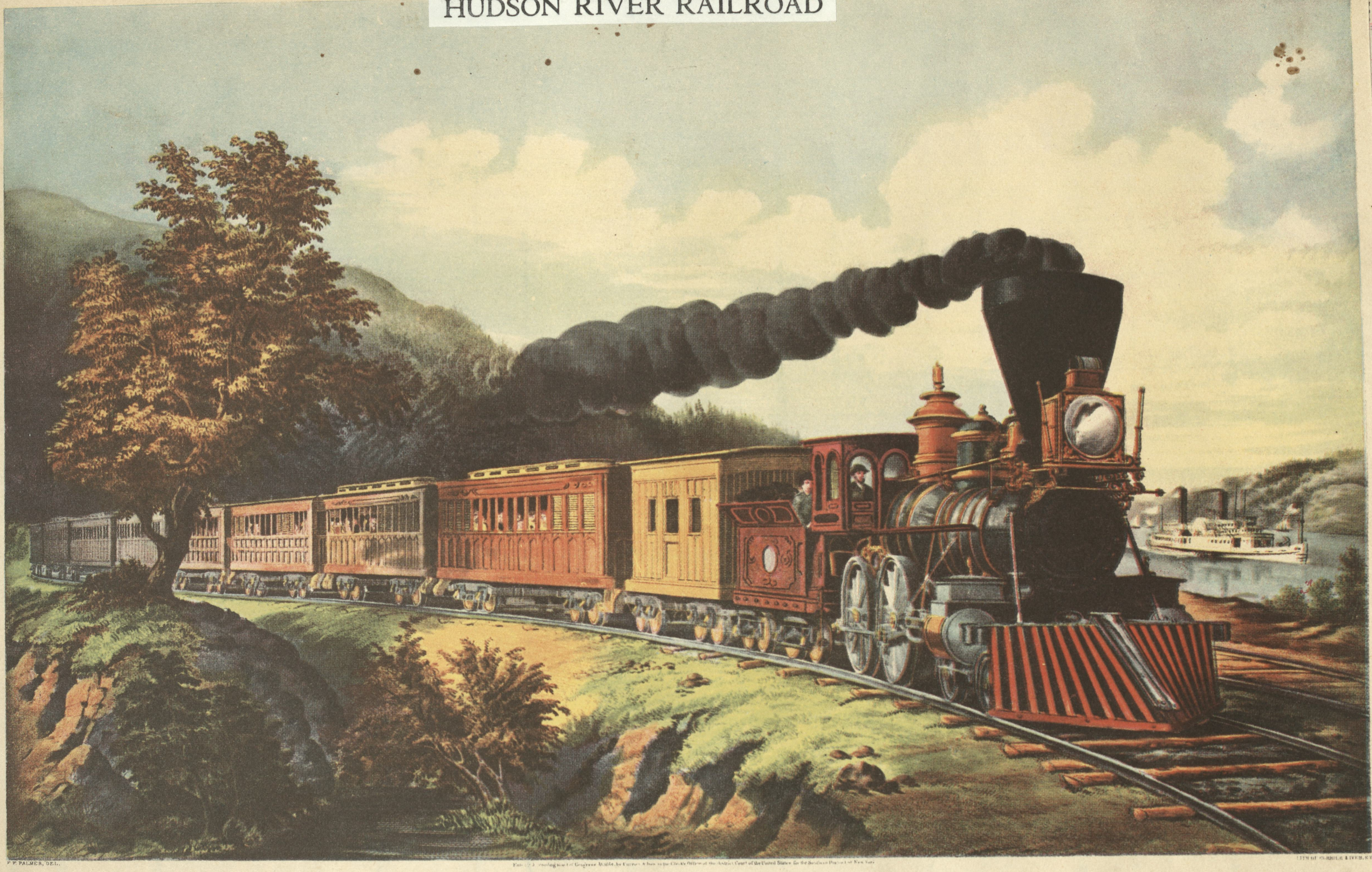
RE

To Make Short Sheet

Clos. No.	Sold	Amount

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

HUDSON RIVER RAILROAD



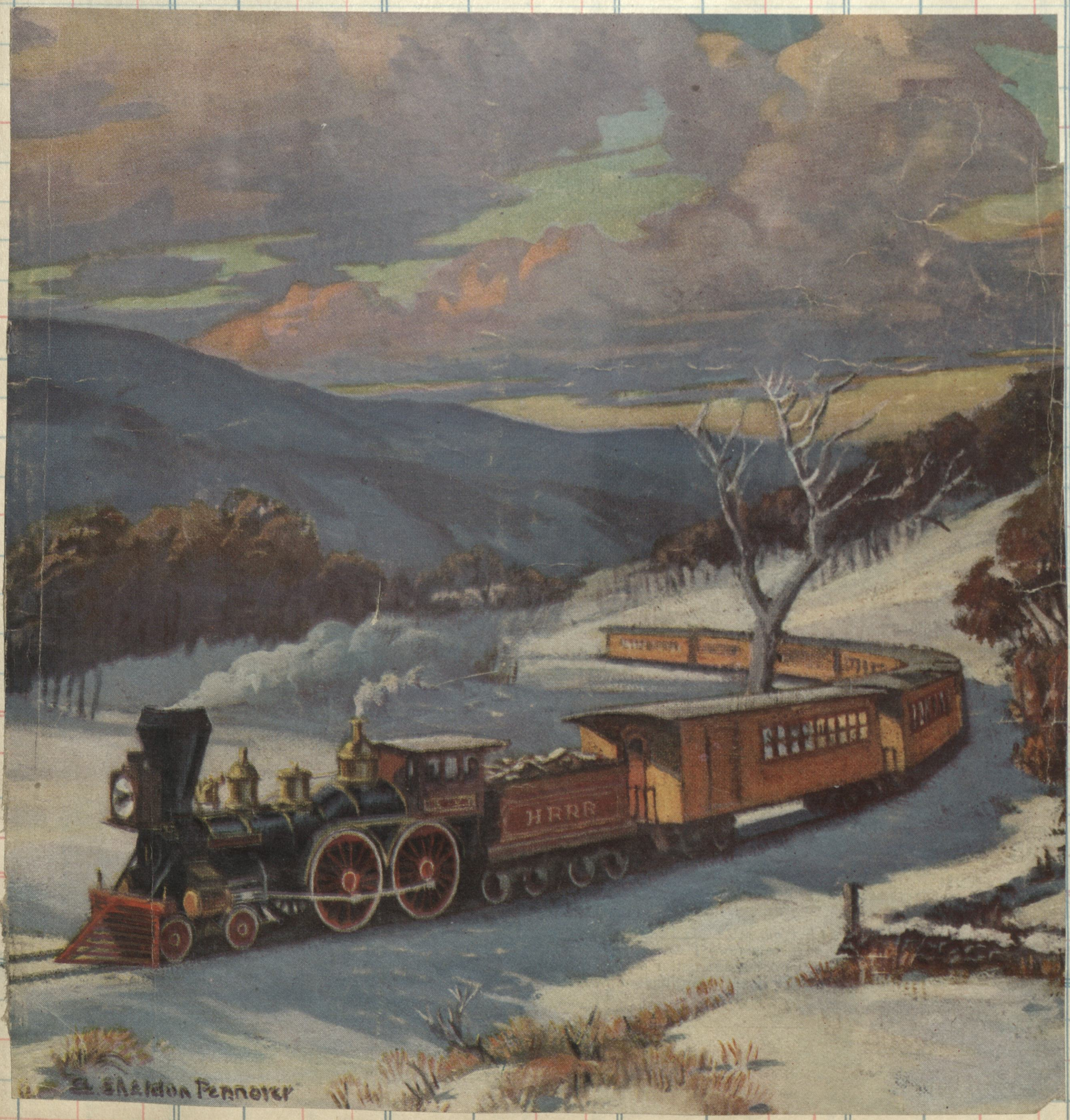
F. F. PALMER, DEL.

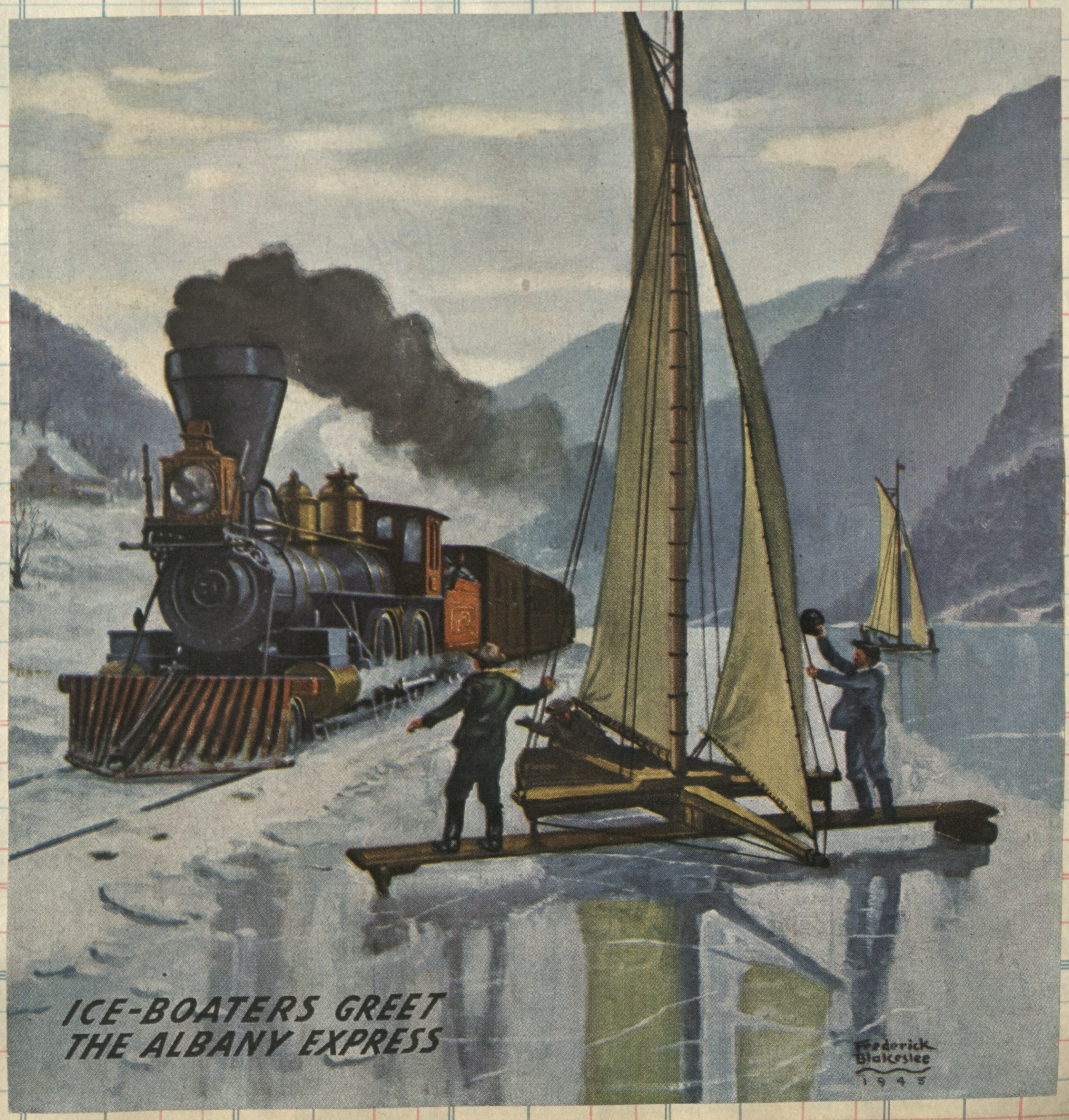
Entered according to act of Congress AD 1864, by Currier & Ives in the Clerk's Office of the District Court of the United States for the Southern District of New York.

LITH. OF CURRIER & IVES, N.Y.

AMERICAN EXPRESS TRAIN.

NEW YORK, PUBLISHED BY CURRIER & IVES, 152 NASSAU ST.


HRRR
E. Sheldon Pennoyer


ICE-BOATERS GREET
THE ALBANY EXPRESS
Frederick Blakeslee
1945

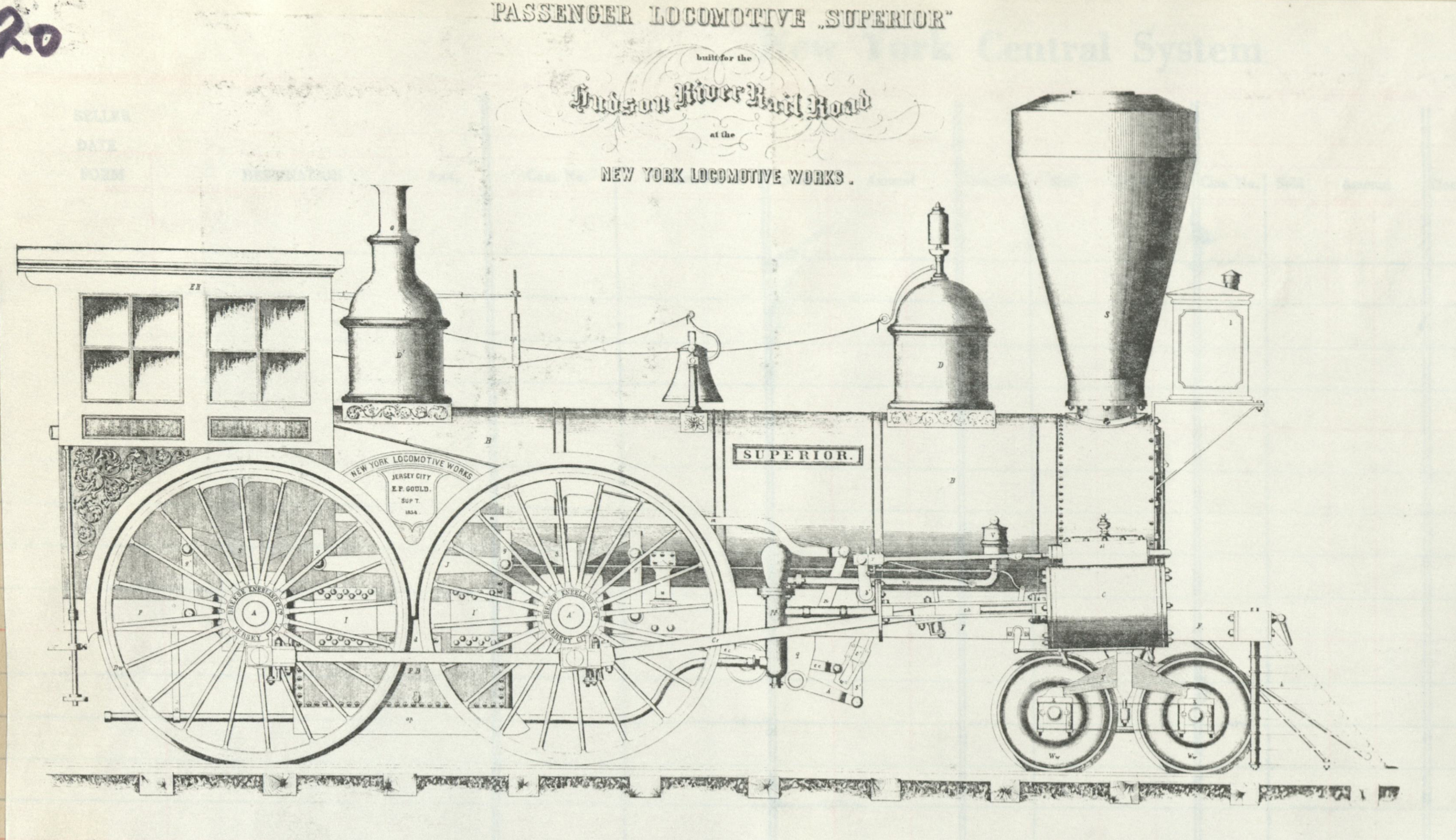
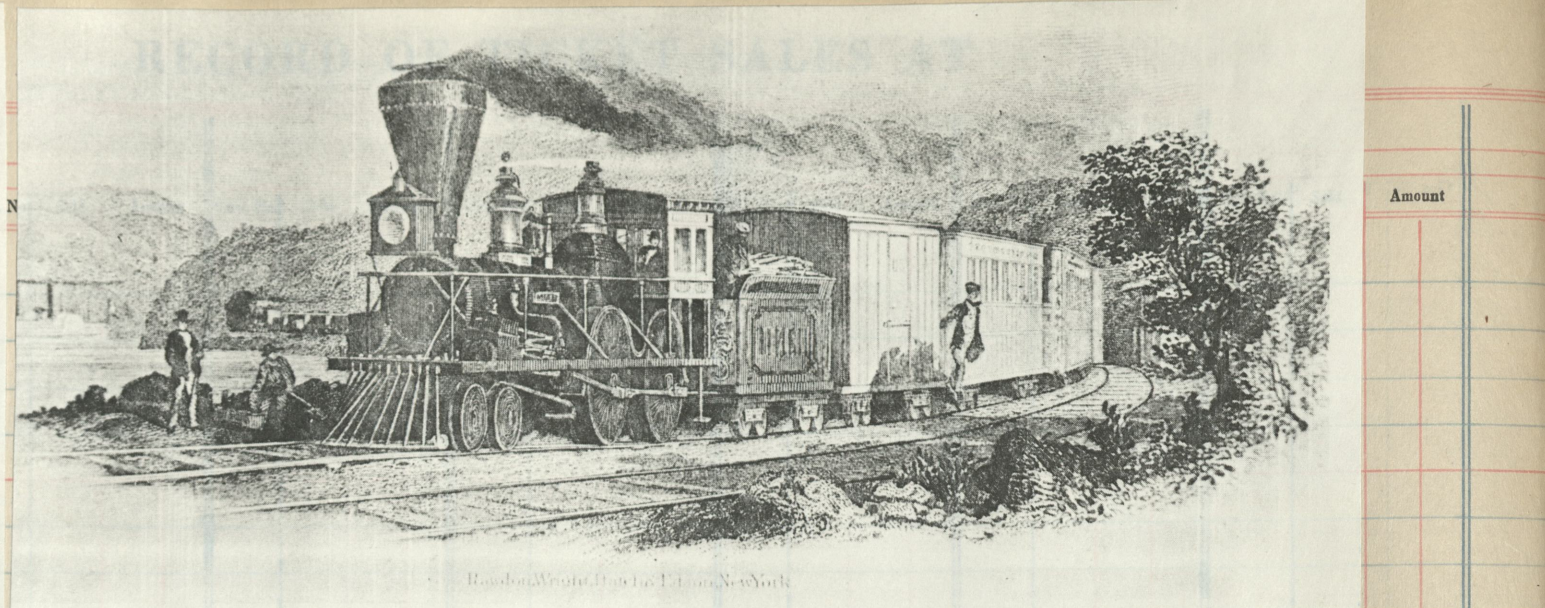
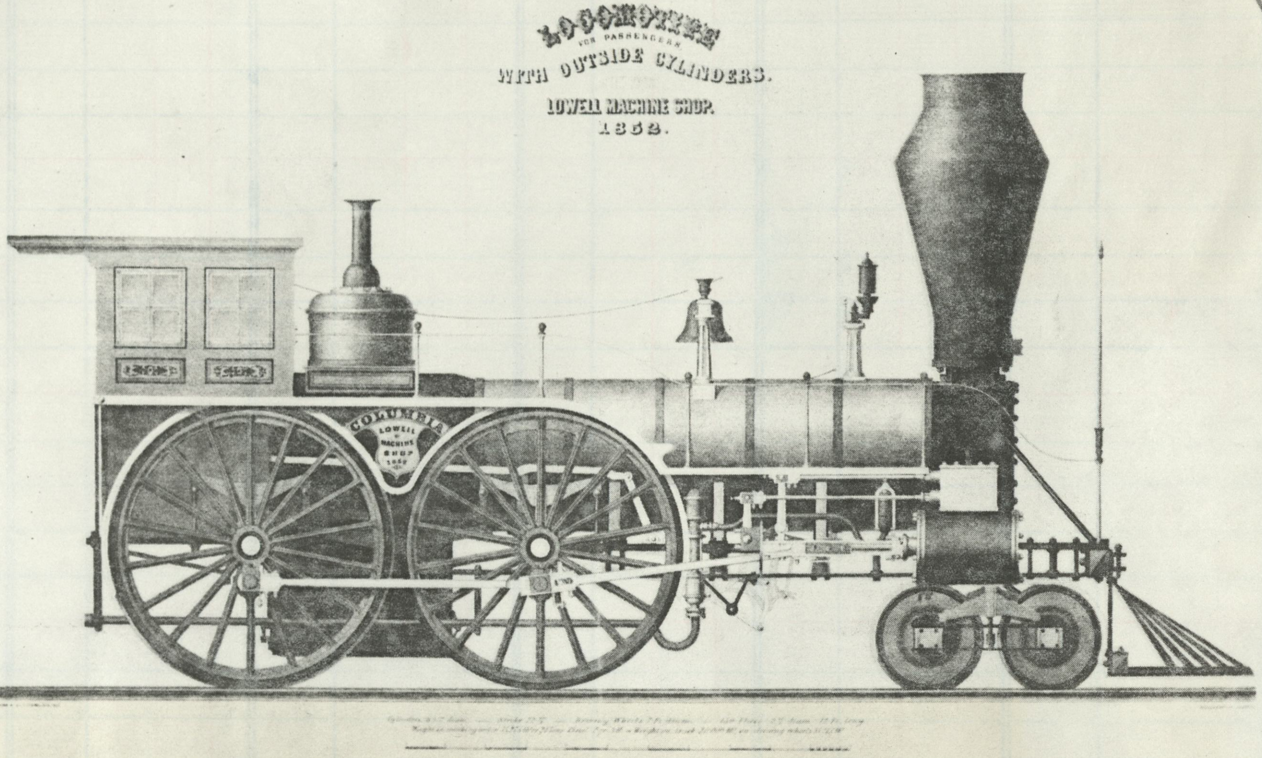

PASSENGER LOCOMOTIVE „SUPERIOR"
built for the
Hudson River Rail Road
at the
NEW YORK LOCOMOTIVE WORKS.
SUPERIOR

Fig. 161. The Superior was the first locomotive built by Breese, Kneeland & Co. It was delivered to the Hudson River Railroad in March, 1854.



Old litho of speeding Hudson River train with daring baggageman leaning out in a most precarious attitude. Out on the river is one of Commodore Vanderbilt's steamboats — an obvious omen of things to come.

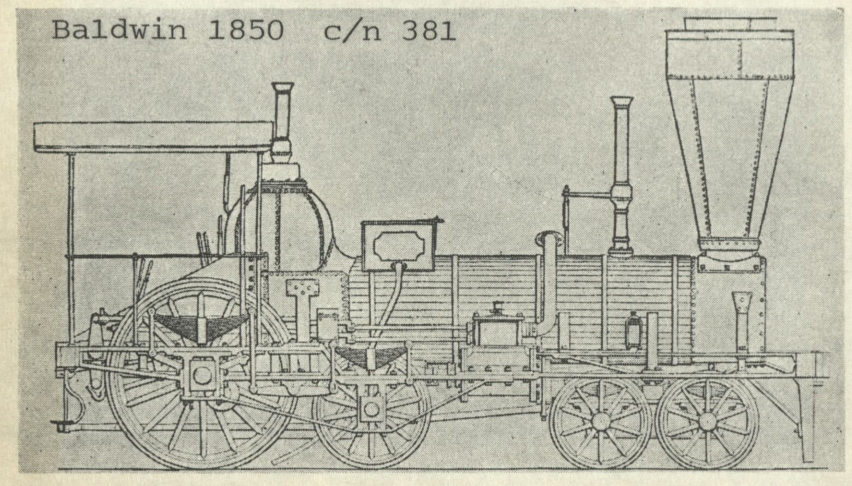
Smithsonian Institution


LOCOMOTIVE
FOR PASSENGERS
WITH OUTSIDE CYLINDERS.
LOWELL MACHINE SHOP.
1852.
COLUMBIA

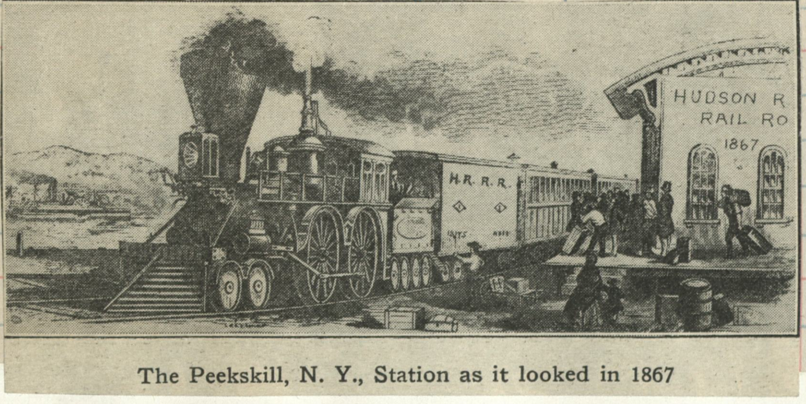
th Buchanan collection

The Queen of the Hudson River road, when the mill scale hadn't yet fallen off the rails. A Lowell-built Walter McQueen design, COLUMBIA (rostered as No. 27) had full 7-foot drivers, and was a far more practical design than the few Cramptons built for other roads about that time. COLUMBIA was a classic, with her hook motion independent cut-off valve gear (which made the boiler adequate to keep her 16½"x22" cylinders hot), side-bearing short wheelbase engine truck mounted far ahead to throw weight onto the drivers, hand operated cylinder cocks, and other visible evidences of archaism in design, though she was then the "last word." She had the standard McQueen fittings of her day, and only her forked side rod is a departure from standard good practice. Her stack is, incidentally, an early version of the exceedingly famous Radley & Hunter, which was a nettingless patented type in use for a hundred years. Her dead-level cylinders were almost unique in 1852. A real whale, she weighed 27 tons.

Baldwin 1850 c/n 381



The "Susquehanna," built for the Hudson River Railroad in 1850. This locomotive had a device for shifting weight temporarily to increase traction.


HUDSON R
RAIL RO
1867
H.R.R.R.

The Peekskill, N. Y., Station as it looked in 1867

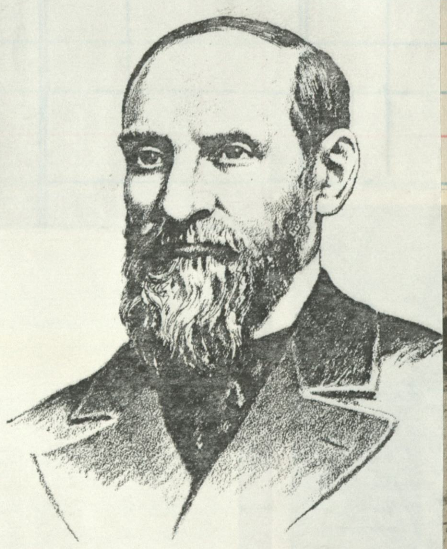
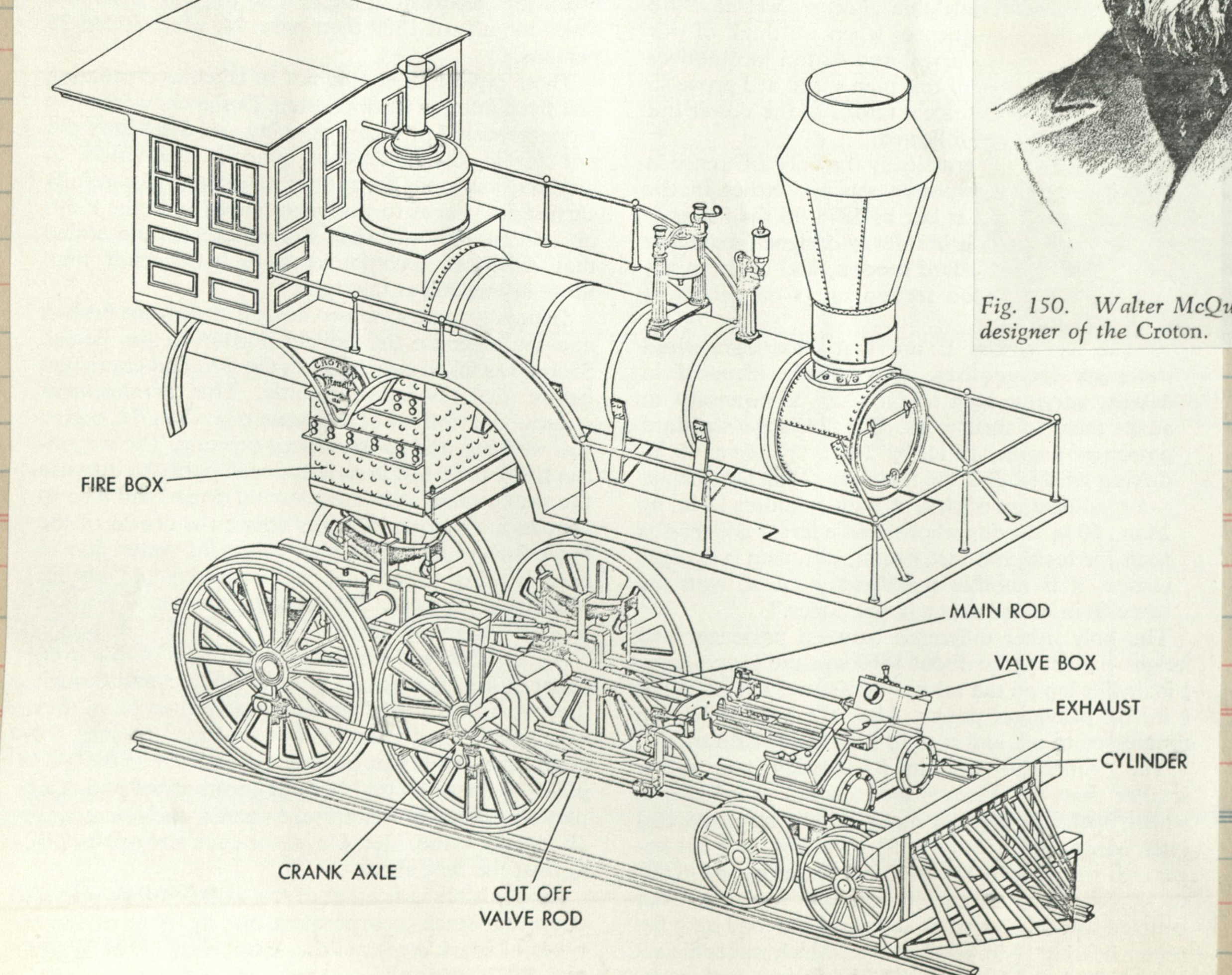
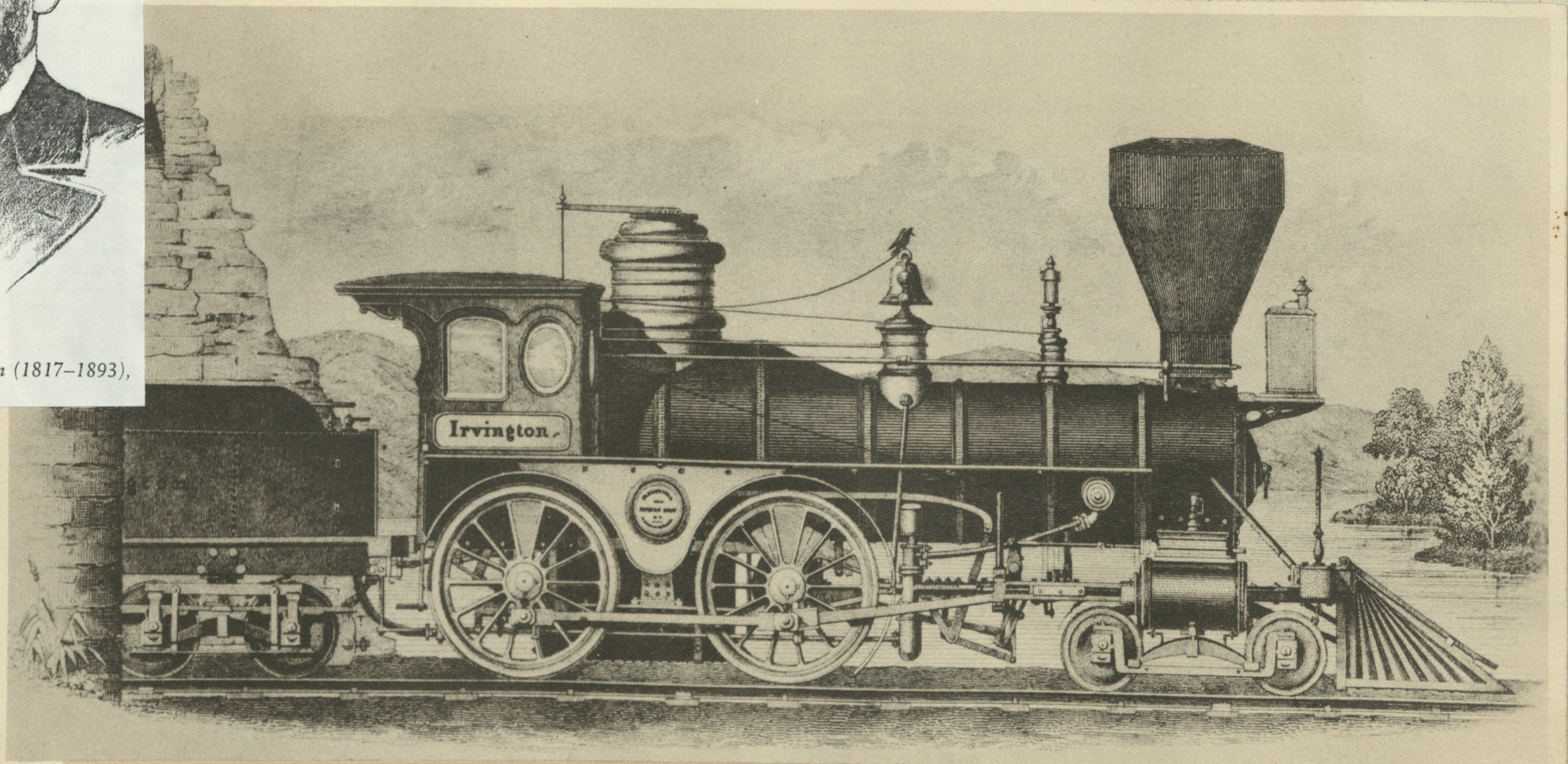


Fig. 150. Walter McQueen (1817–1893), designer of the Croton.


FIRE BOX
MAIN ROD
VALVE BOX
EXHAUST
CYLINDER
CRANK AXLE
CUT OFF
VALVE ROD

Exploded view of the inside-connected 4–4–0 Croton *of the 1850-51 period built by the Lowell Machine Shop for the Hudson River R.R. Action of gab motion supplemented by a separate drive off the crankpin, giving a measure of expansive working. Eccentrics and hooks of gab gear not shown. Cylinders 12 in. by 20 in.; wheels 5 ft. 6 in.* (Courtesy: John H. White Jr.)



Built as the Hudson River #49 the "Manchester" by Amoskeag in 1853. Rebuilt, as shown, by Lawrence in 1855.

NEW YORK CENTRAL & HUDSON RIVER

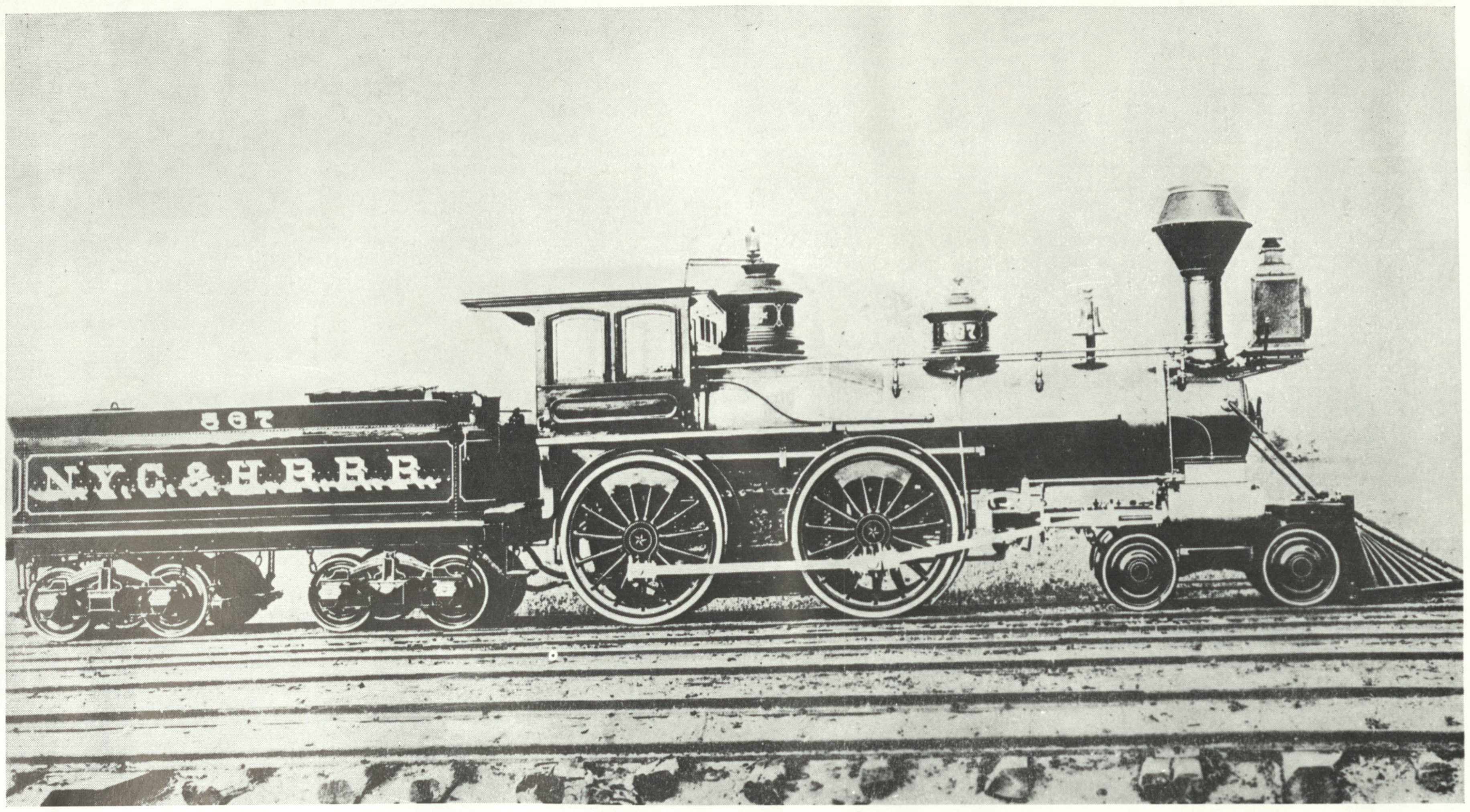
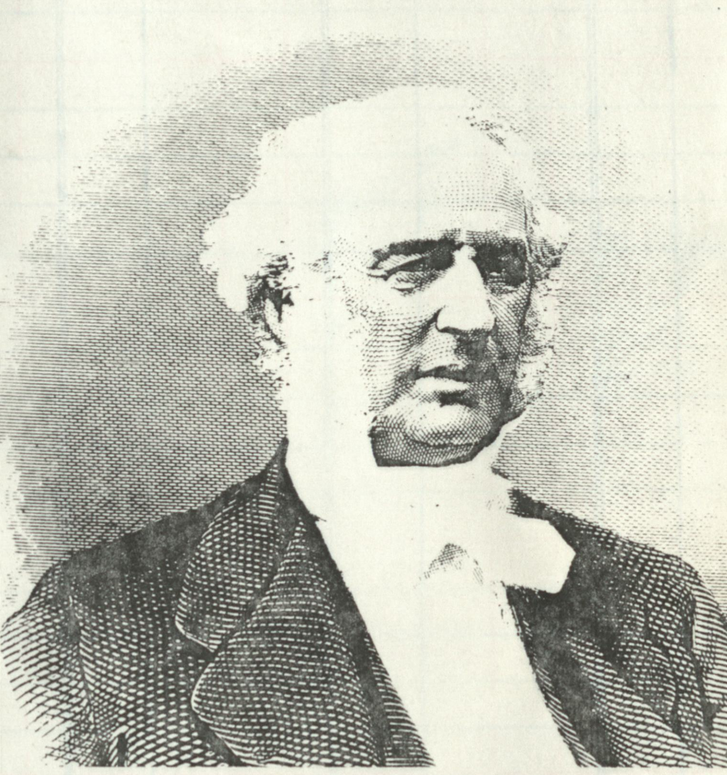


Fig. 59. No. 567. New York Central & Hudson River Rail Road. (NYC). Class C[illegible] 4-4-0 Type. Built by Schenectady Locomotive Works, 1877. Typical of the locomotives which hauled the fast passenger trains between New York and Buffalo from 1875 to about 1890, when larger power was substituted.

New York Central Lines.
W. D. Edson Collection.

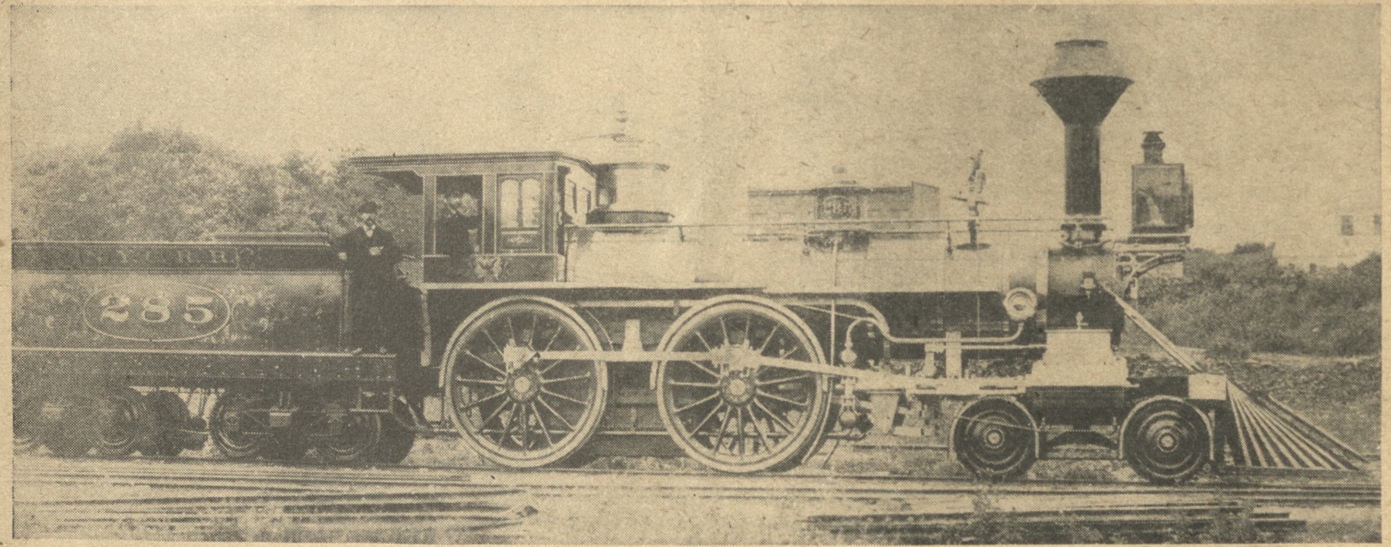
c/n 1055

"AMERICA'S GREATEST RAILROAD"
NEW YORK
CENTRAL
&
HUDSON RIVER
RR.
THE GREAT SIX-TRACK TRUNK LINE
OF AMERICA



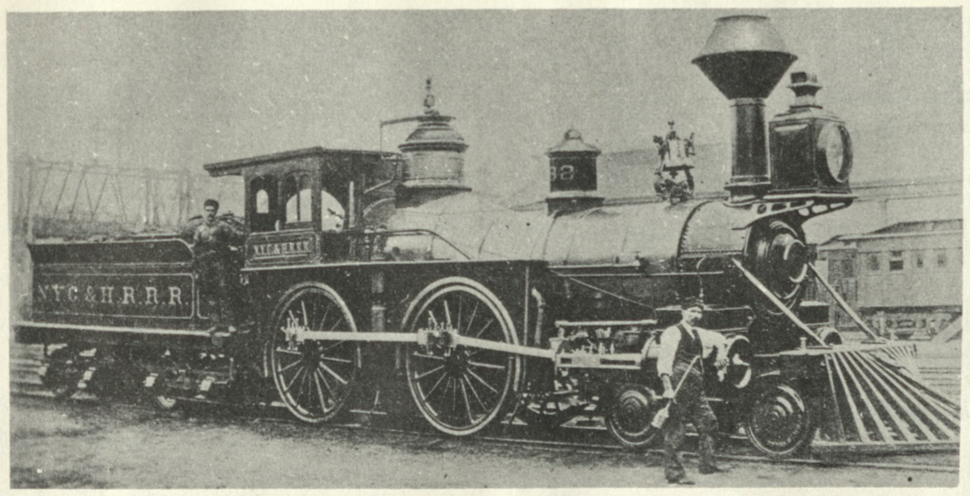
CORNELIUS VANDERBILT

May 27, 1794 January 4, 1877

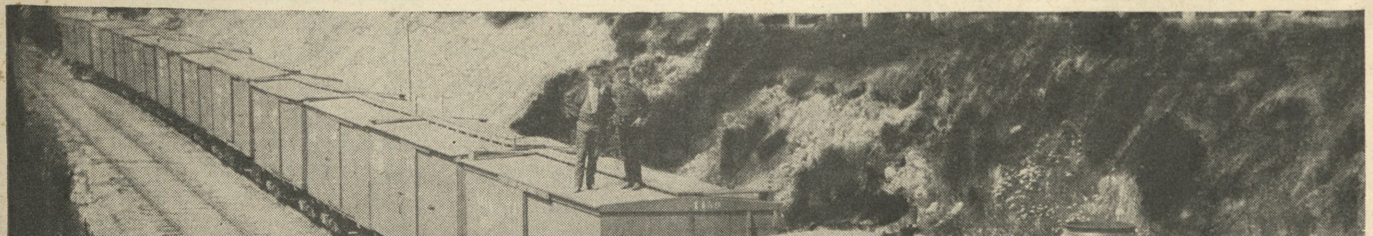


W. A. Anderson

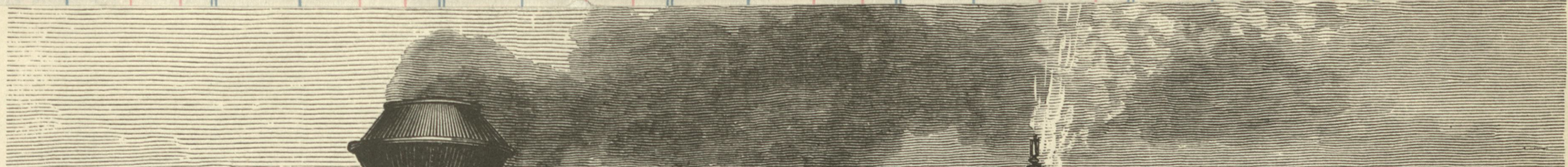
NEW YORK CENTRAL RAILROAD'S OLD ENGINE 285 BUILT IN WEST ALBANY SHOPS IN 1867



New York Central & Hudson River passenger locomotive No. 82, built by William Buchanan, master mechanic of the railroad, at its New York shops in 1877. ~~See page 128 for drawing.~~

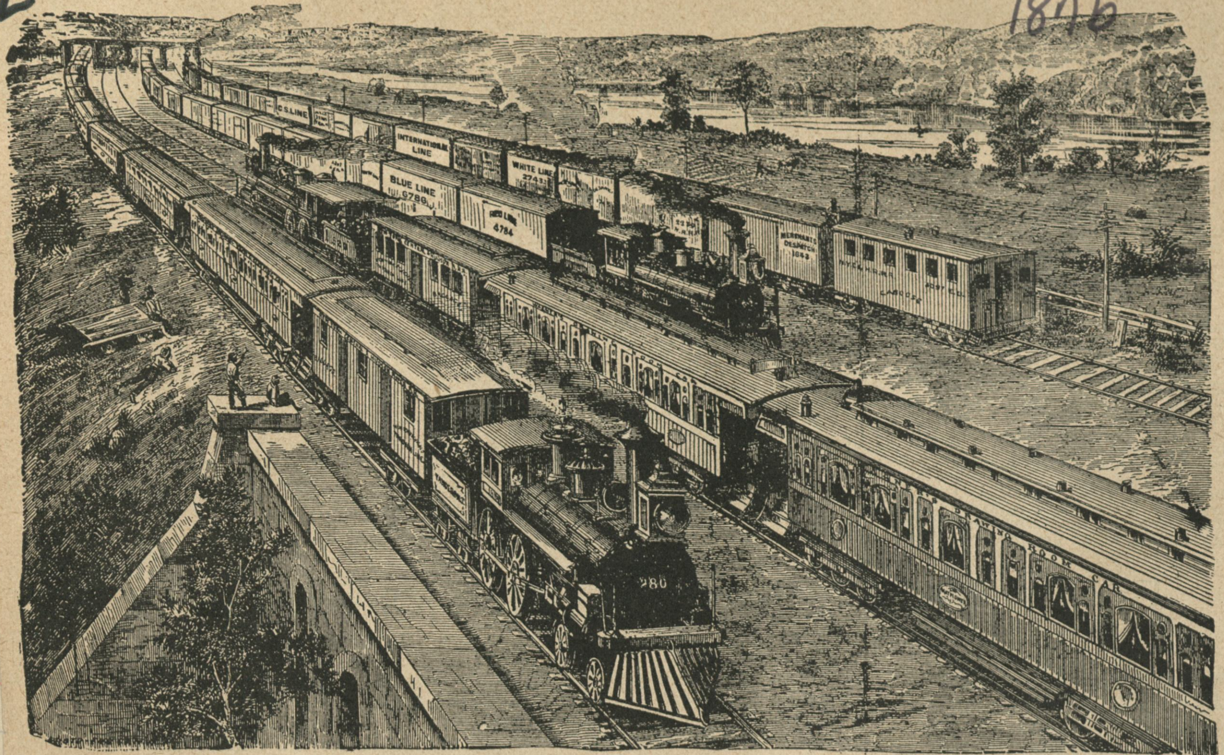


DECKED OUT WITH BRASS TRIMMINGS
In the 1850's this photograph was taken of a New York Central engine pulling freight train. Dome, bell and cylinders had brass casings, common in those days. Photograph submitted by Brother W. J. Crandall, Div. 18.



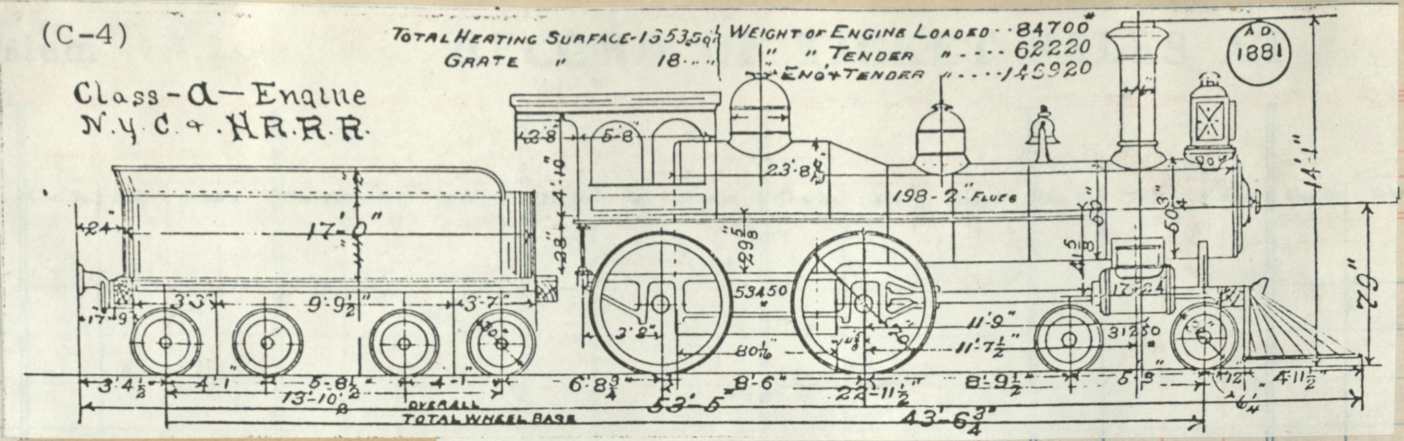
The old Rochester & Syracuse "Clifton" shown here as rebuilt in 1874 at West Albany shops. Engine was noted fast runner, on 7/4/75 with three cars of the Bennett Newspaper Special covered 146 miles Syracuse to Buffalo at avg 75 mph!

1876

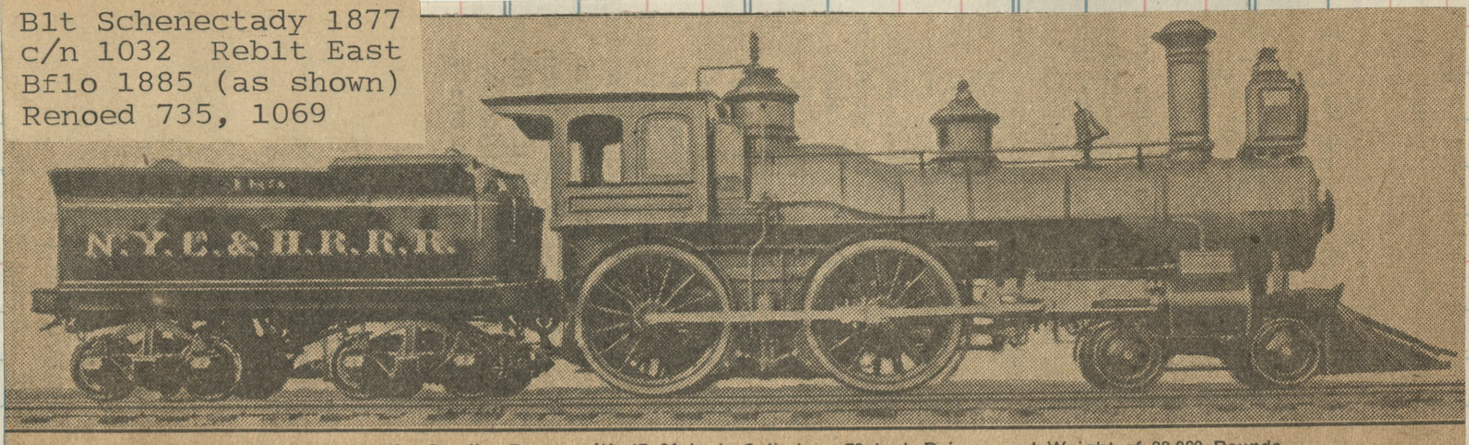


Even away back in 1876 the New York Central & Hudson River Railroad, "The great fast mail route," laid emphasis in its advertising on its unique distinction of having four tracks in its main line. The above picture is reproduced from a sketch in one of the railroad's time tables issued 49 years ago. This time table is owned by O. L. Boal, Claim Agent, Zanesville, Ohio.

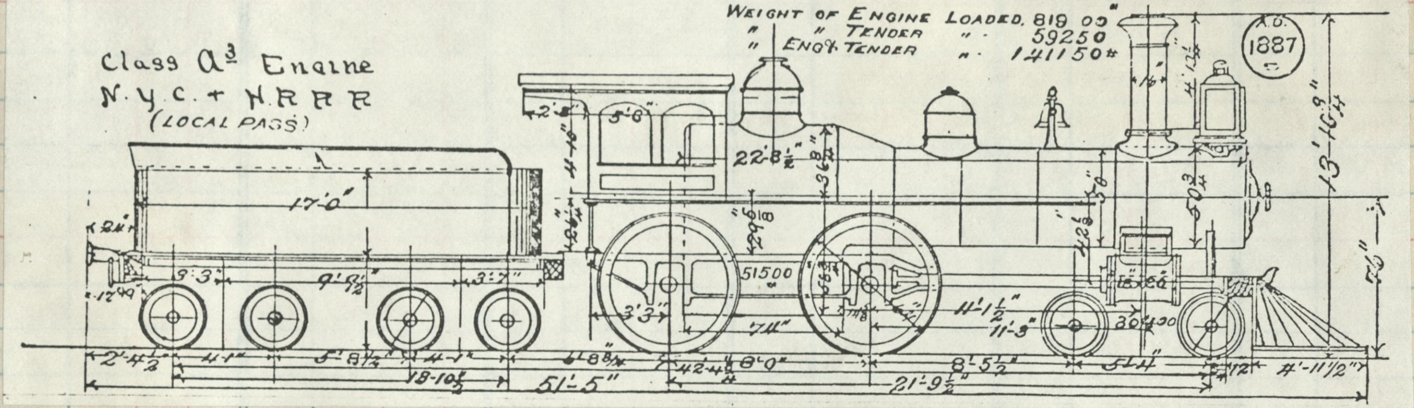
(C-4)


Class-A-Engine
N.Y.C.&.H.R.R.R.
Total Heating Surface-1353 Sq.
Grate " 18
Weight of Engine Loaded 84700#
" " Tender 62220
" Eng & Tender 146920
A.D. 1881
17'-0"
198-2" Flues
53450
31250
17x24
53'-5"
Overall
Total Wheel Base
43'-6¾"
70"
14'-1"

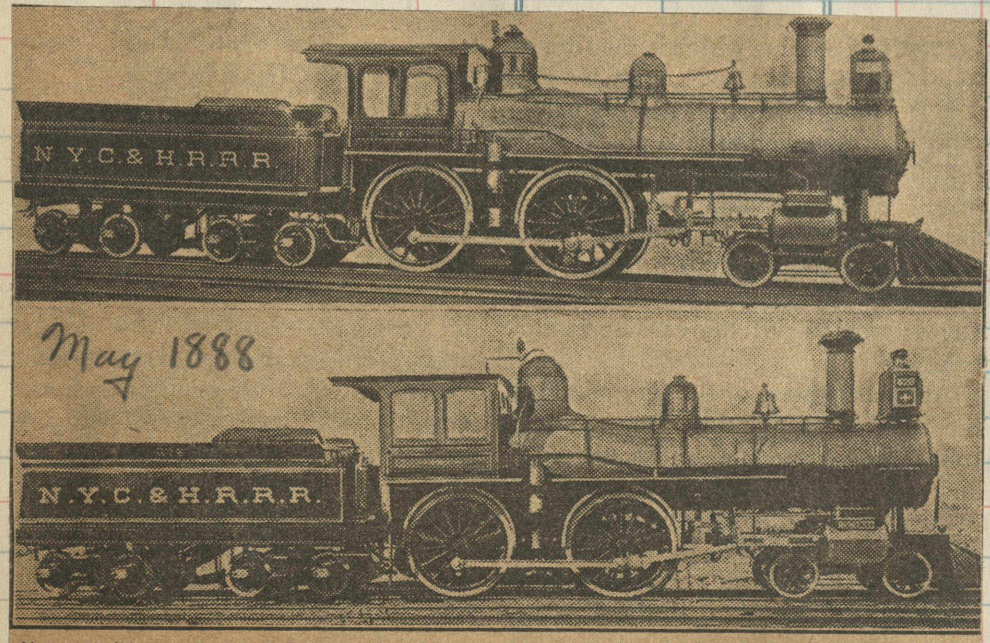
Blt Schenectady 1877
c/n 1032 Reblt East
Bflo 1885 (as shown)
Renoed 735, 1069



The 189 Illustrates the Smaller Power with 17x24-Inch Cylinders, 70-Inch Drivers and Weight of 88,000 Pounds


Class A3 Engine
N.Y.C.&H.R.R.R.
(Local Pass)
Weight of Engine Loaded 81900#
" " Tender 59250
" Eng & Tender 141150#
A.D. 1887
17'-0"
51500
51'-5"
21'-9½"
13'-10¾"

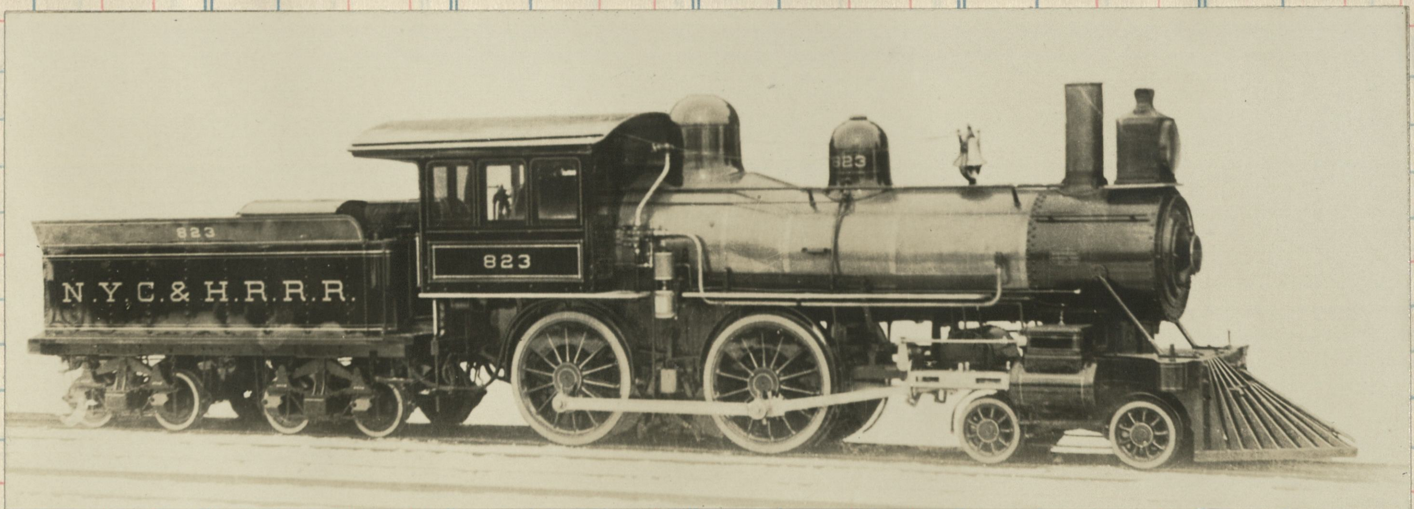
May 1888


N.Y.C.&H.R.R.R.
N.Y.C.&H.R.R.R.

Nos. 684 (Upper) and 673 (Lower), the Former Built by Schenectady and the Latter by Rome

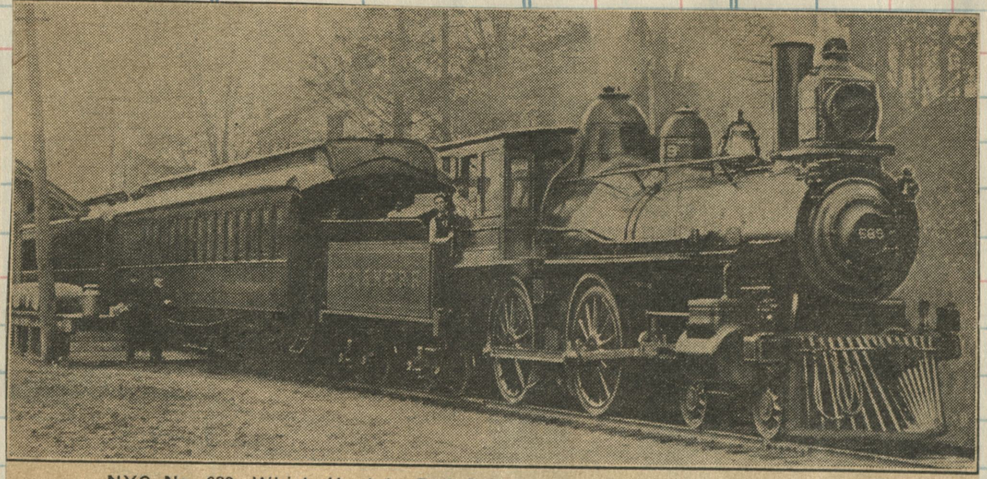
(C-6)
684-687
Schen 1888
c/n 2569
to 853, 981

(C-6)
678-680
Rome 1888
c/n 344
to 752, 961


N.Y.C.&H.R.R.R.
823

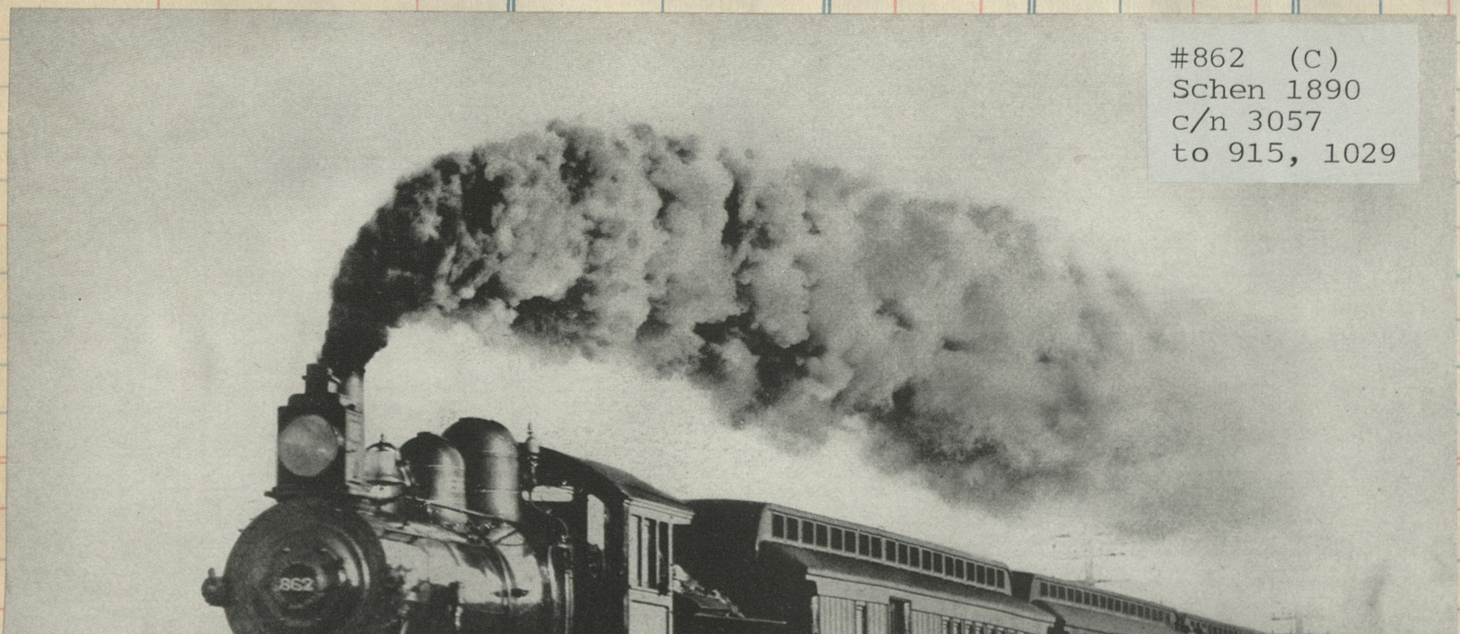
(C-12a)
823
Schen 1891
c/n 3427
to 1049

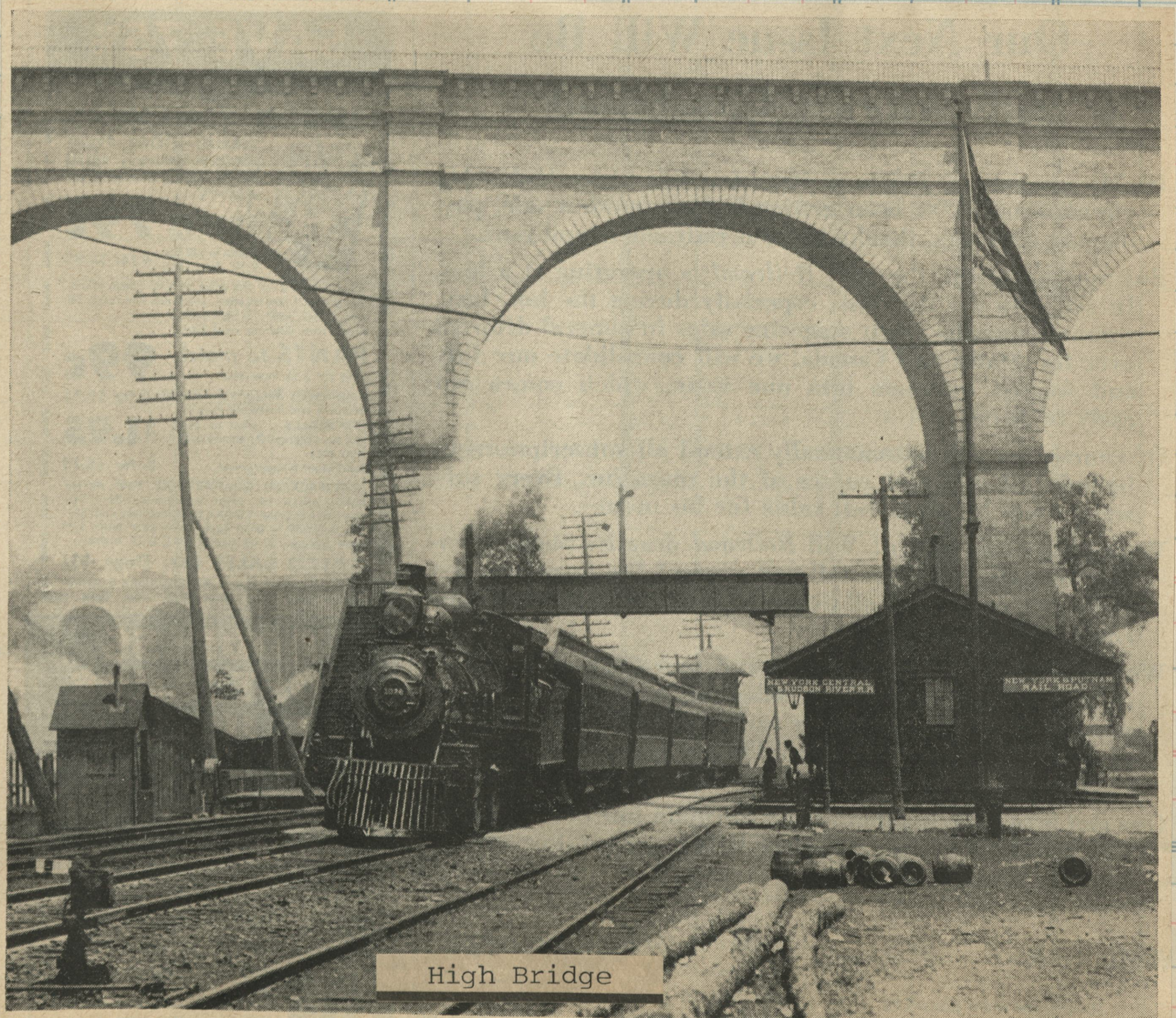
689
Schen 1889
c/n 2771
Noed 704, 689,
808, 774, back
to 689



NYC No. 689, Which Used to Pull Suburban Trains on the Harlem Division

#862 (C)
Schen 1890
c/n 3057
to 915, 1029

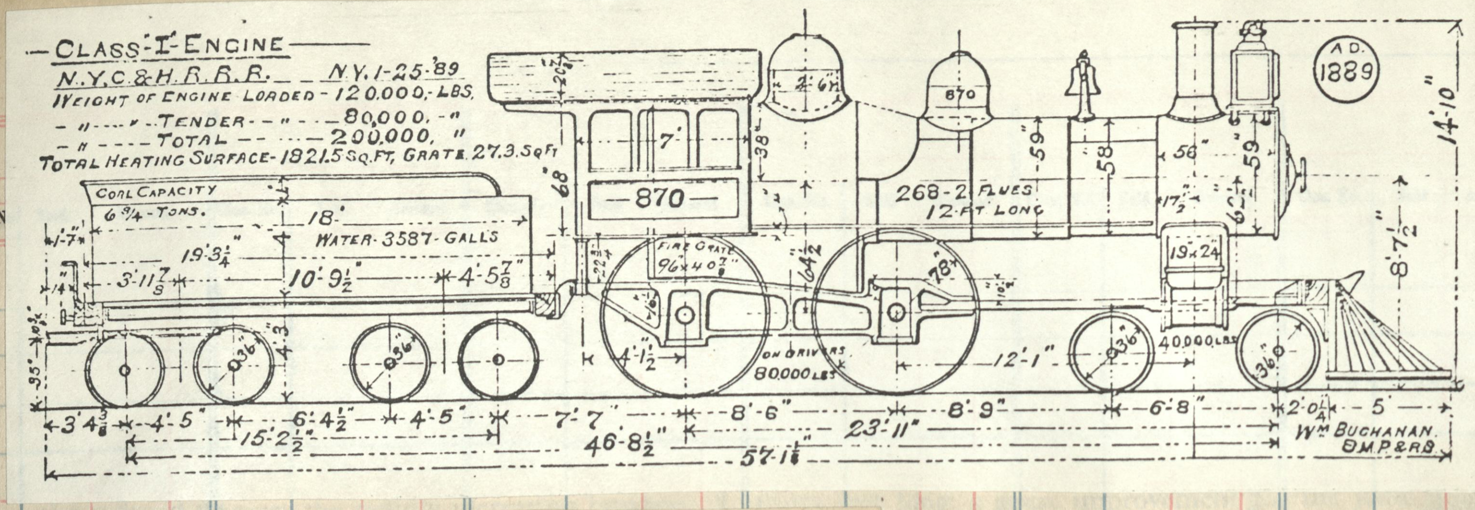

862
NYC&HRRR

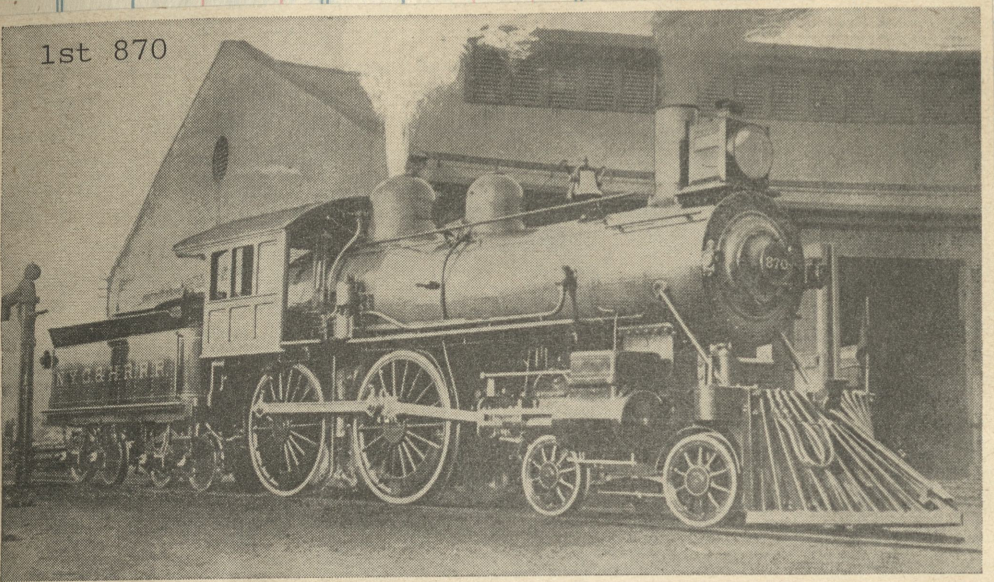


High Bridge

1026

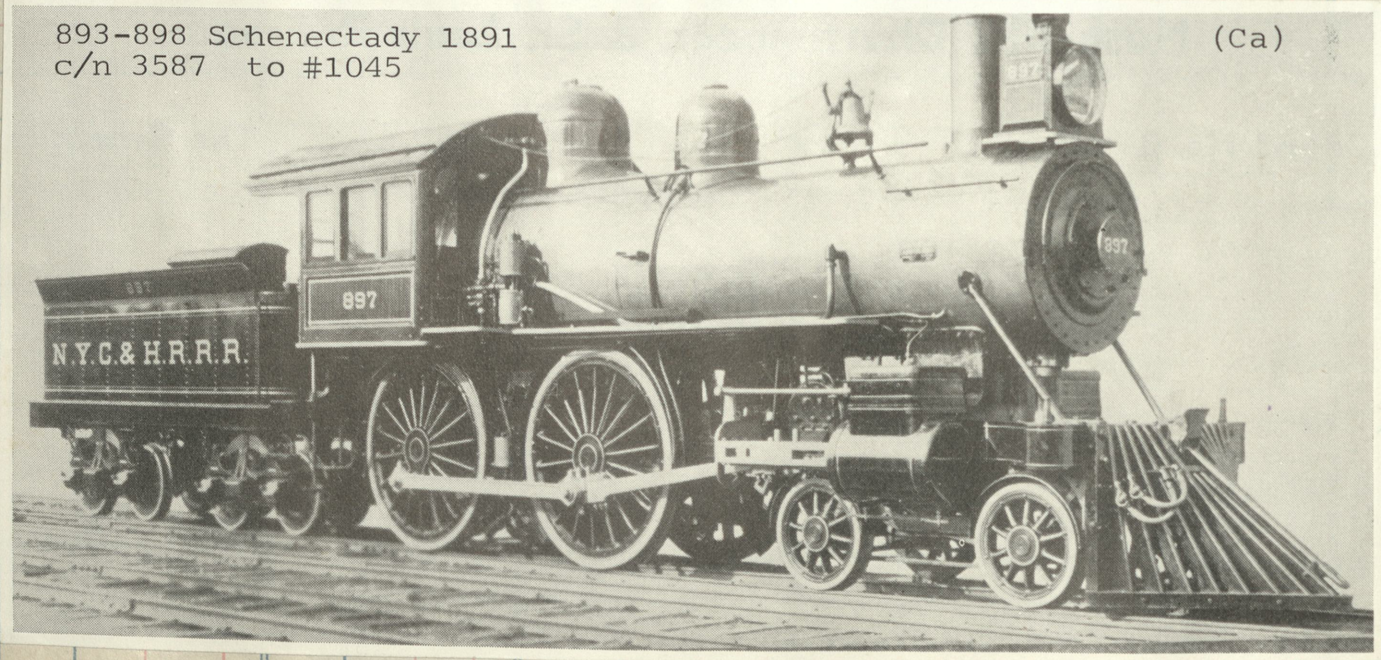
Amount	Clos. No.	Sold	Amount

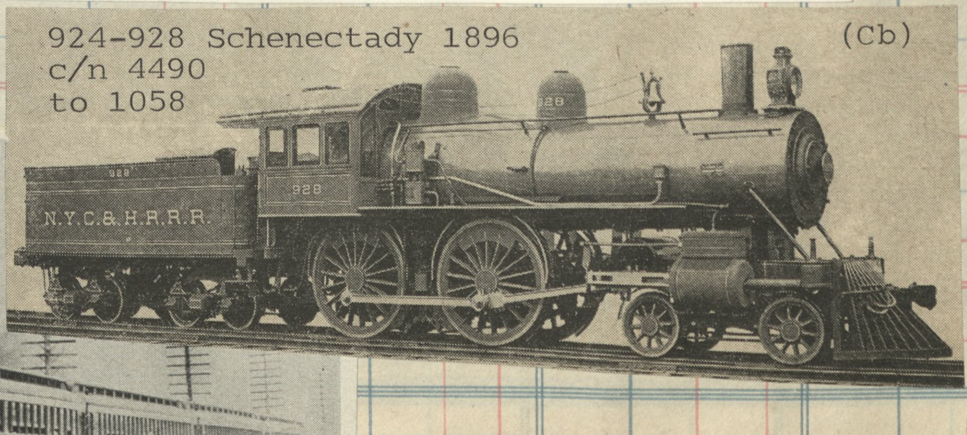

CLASS-I-ENGINE
N.Y.C.&H.R.R.R. N.Y. 1-25-'89
WEIGHT OF ENGINE LOADED - 120.000.-LBS.
- " - - TENDER - " - 80,000. - "
- " - - TOTAL - 200.000. "
TOTAL HEATING SURFACE - 1821.5 SQ.FT, GRATE 27.3 SQ FT
COAL CAPACITY 6 3/4 - TONS.
WATER - 3587 - GALLS
870
268-2 FLUES 12 FT LONG
FIRE GRATE 96"x40 7/8"
ON DRIVERS 80000 LBS
40000 LBS
A.D. 1889
14'-10"
8'-7 1/2"
3'-4 3/8
4'-5"
6'-4 1/2"
4'-5"
7'-7"
8'-6"
8'-9"
6'-8"
2'-0 1/4
5'
15'-2 1/2"
46'-8 1/2"
23'-11"
57'-1 1/8"
Wm BUCHANAN. S.M.P.&R.S.

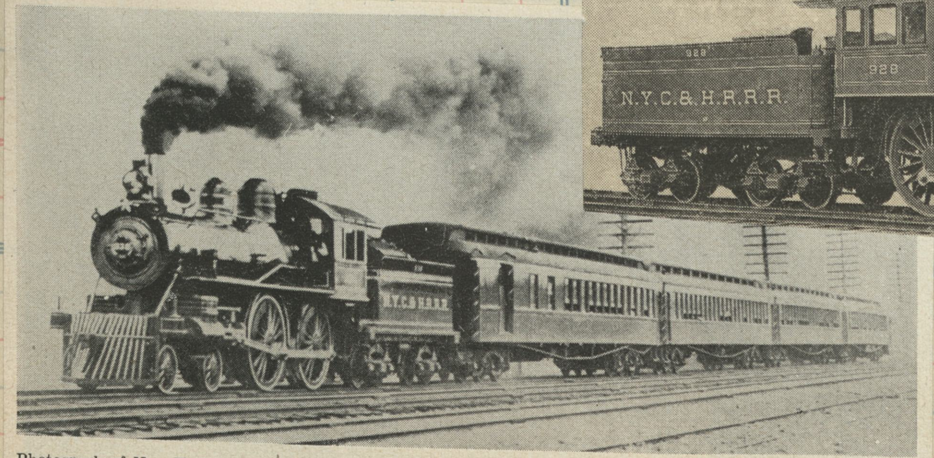

1st 870

On these two pages are examples of Bill Buchanan's engines. The 1st #870 received additional special attention possibly due to fact the 870 was Archie Buchanan's engine (Bill's brother), a regular runner on the Hudson Div. When Archie wanted a new engine, Bill built the 2nd #870 for him.

2nd #870 West Albany 1898
Renoed 1053
(Cb)

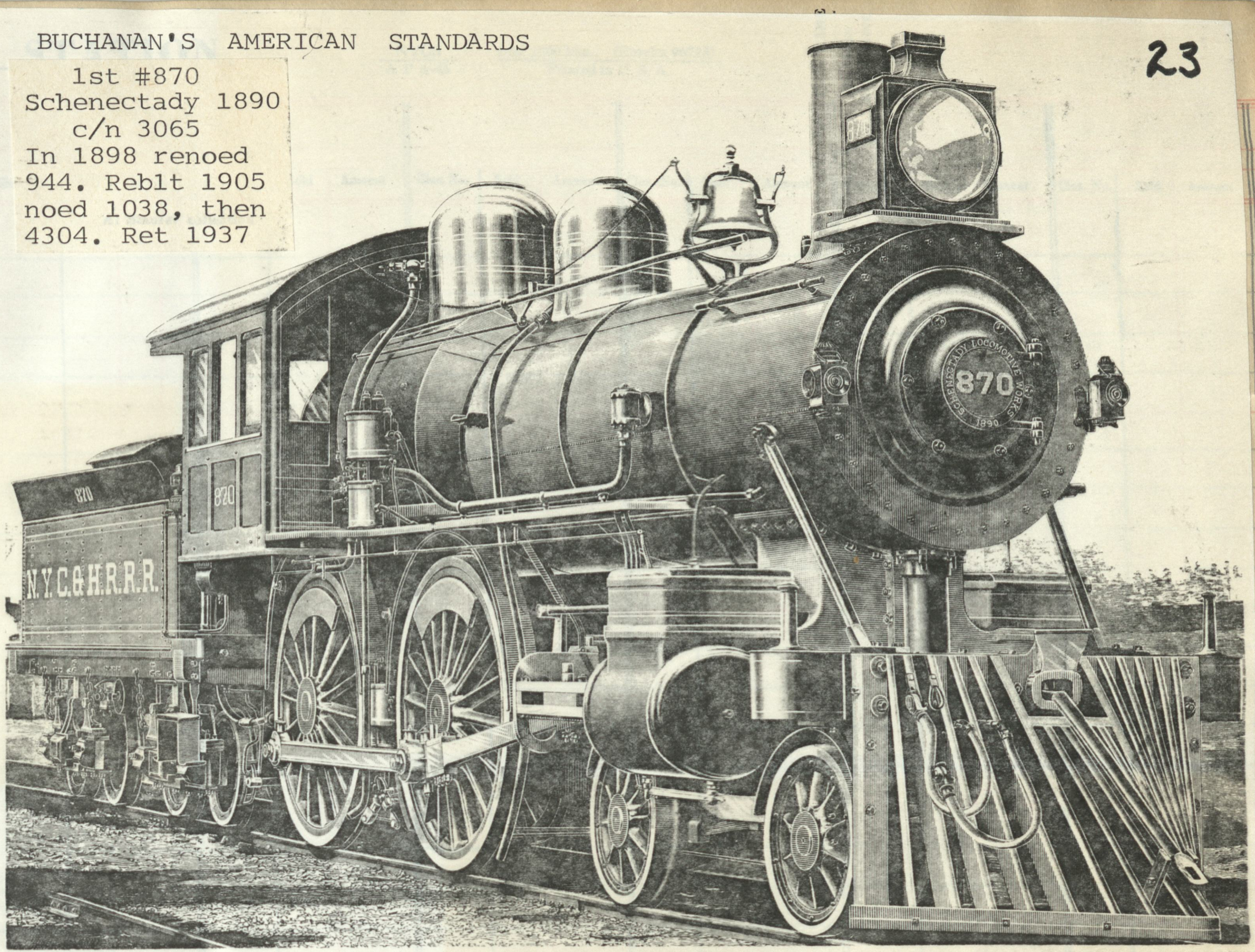

893-898 Schenectady 1891
c/n 3587 to #1045
(Ca)
N.Y.C.& H.R.R.R.
897

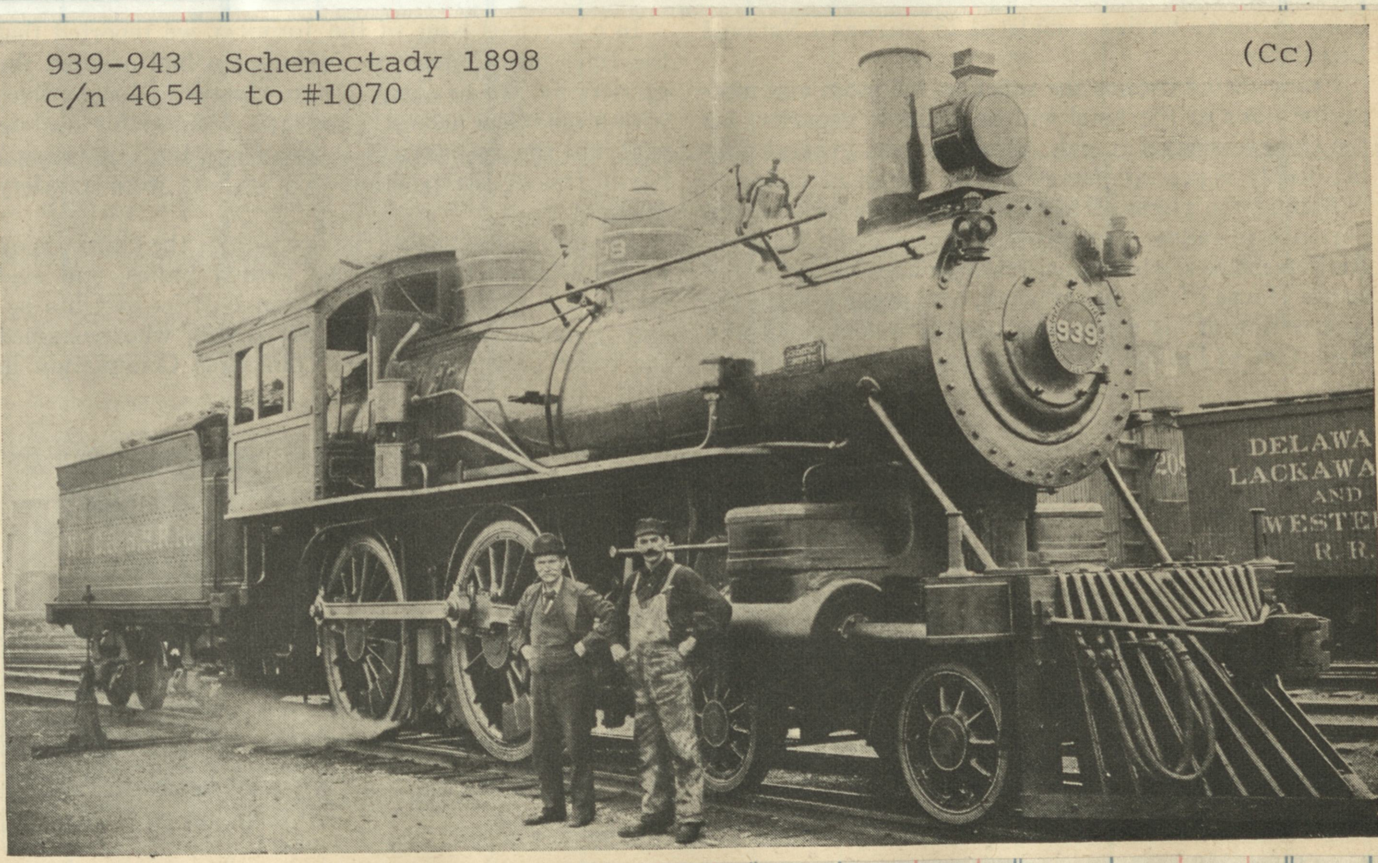

924-928 Schenectady 1896
c/n 4490
to 1058
(Cb)


Photograph of New York Central & Hudson River 938 which was reproduced on a commemorative stamp in 1901.

934-938 (Cb)
Schenectady 1898
c/n 4653 to 1063

BUCHANAN'S AMERICAN STANDARDS


1st #870
Schenectady 1890
c/n 3065
In 1898 renoed
944. Reblt 1905
noed 1038, then
4304. Ret 1937
N.Y.C.& H.R.R.R.
870


939-943 Schenectady 1898
c/n 4654 to #1070
(Cc)
939
DELAWA
LACKAWA
AND
WESTE
R.R.

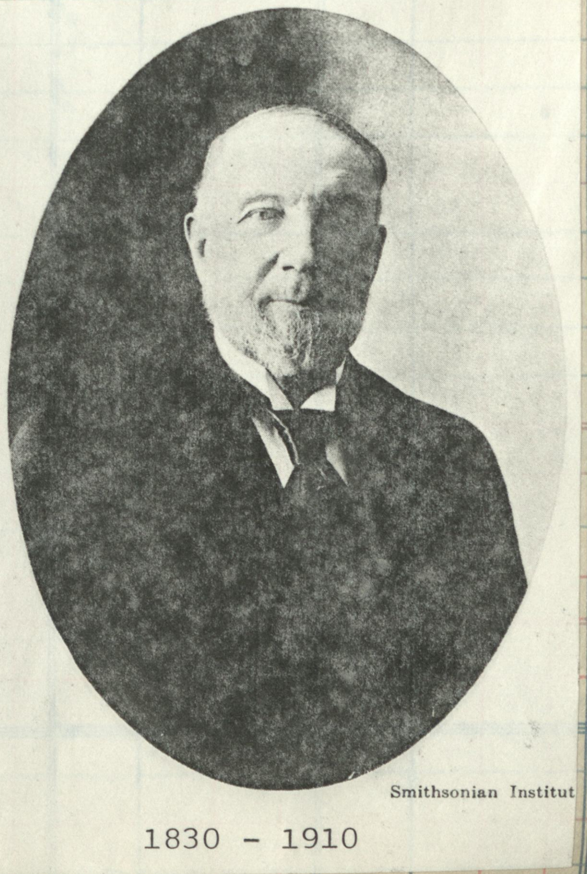
During the period when the American Standard ruled the rails it had no greater champion than William Buchanan, Superintendent of Motive Power & Rolling Stock for the New York Central & Hudson River Railroad. It reached its zenith under his careful hand, and almost all experts agreed that no finer examples were built than those which hauled the early name trains of the Central.

William Buchanan was born at Dumbarton, Scotland, March 6, 1830, son of a blacksmith, and came to this country as a young boy. At the age of seventeen he joined the Albany & Schenectady, successor to the Mohawk & Hudson, as an apprentice in the machine shops in Albany. He moved over to the Hudson River R.R. in 1849 and worked both in their machine shops and as a locomotive runner, until in June, 1853, he was appointed master mechanic of the road's Southern Division, New York to Poughkeepsie. Six years later he became master mechanic of the entire road. It was here, in the 31st Street Shops of New York, that he began turning out some of the classic eight-wheelers of the era. It appears that the first locomotive built new by Buchanan was Hudson River #79, the engine that bore his name, and outshopped in 1865. Another fine example a bit later was #82, *Reuben Fenton.*

When the Hudson River Road merged in 1869 with the original New York Central, forming the New York Central & Hudson River, Buchanan stayed on. Eventually, in April, 1880, he was made Superintendent of Motive Power of the Hudson River and Harlem Divisions and a year later, April, 1881, was appointed to that capacity for the entire system.

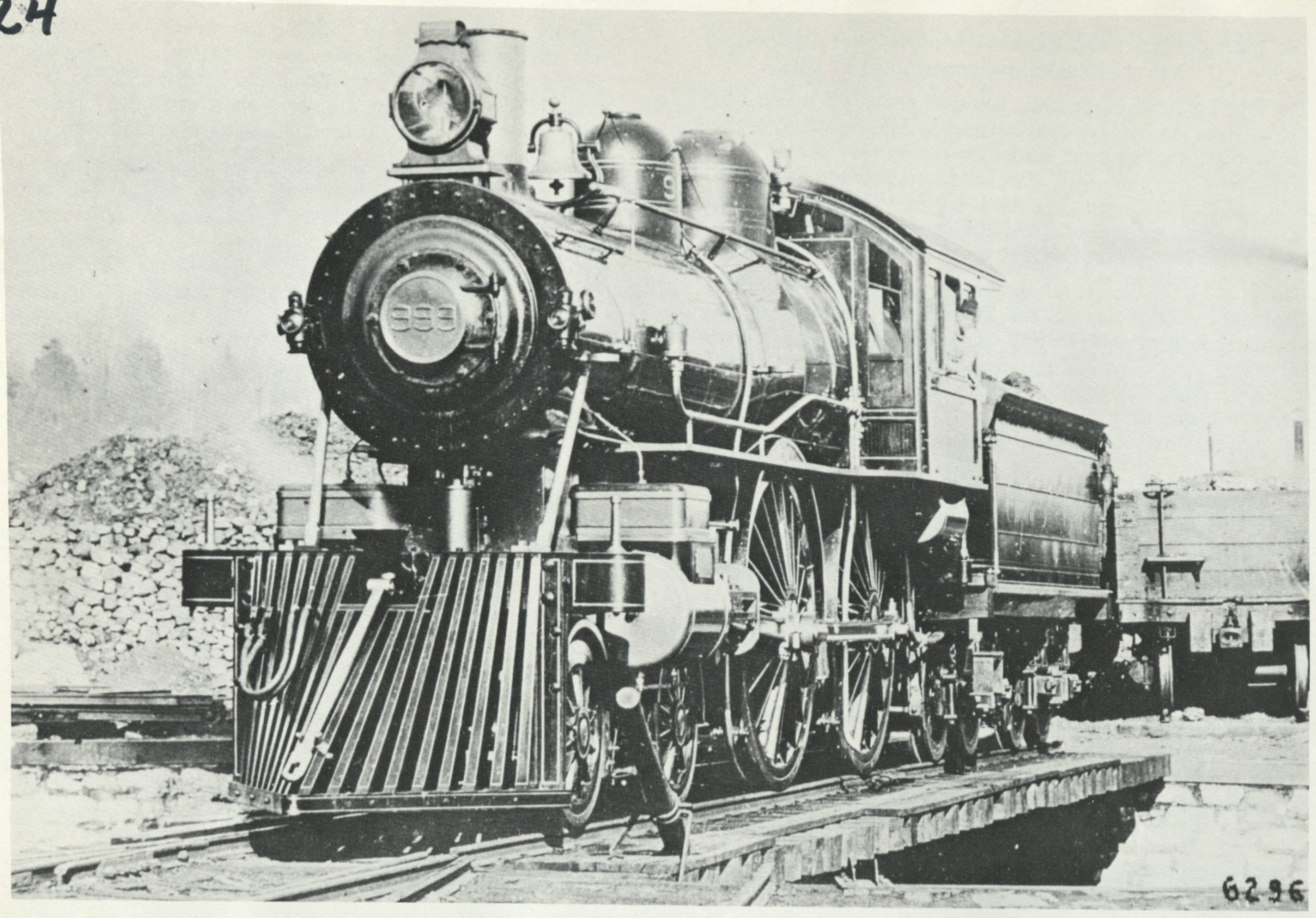
One of the best known mechanical officers in the country despite the lack of a formal education, Buchanan retired in April, 1899. A fine example of the early type, he began at the bottom and went to the top of the same department with the same railroad, serving the same employers or their successors for fifty-two years.

WILLIAM BUCHANAN

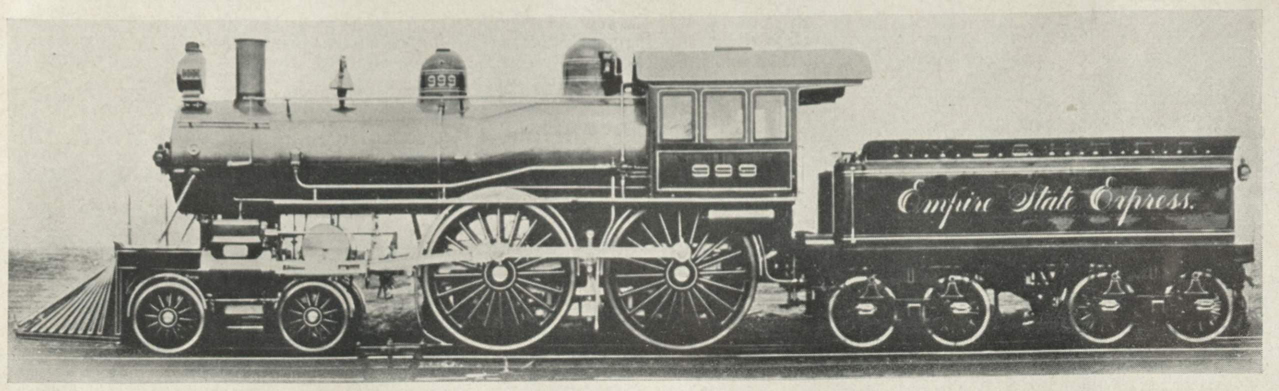

Smithsonian Institut

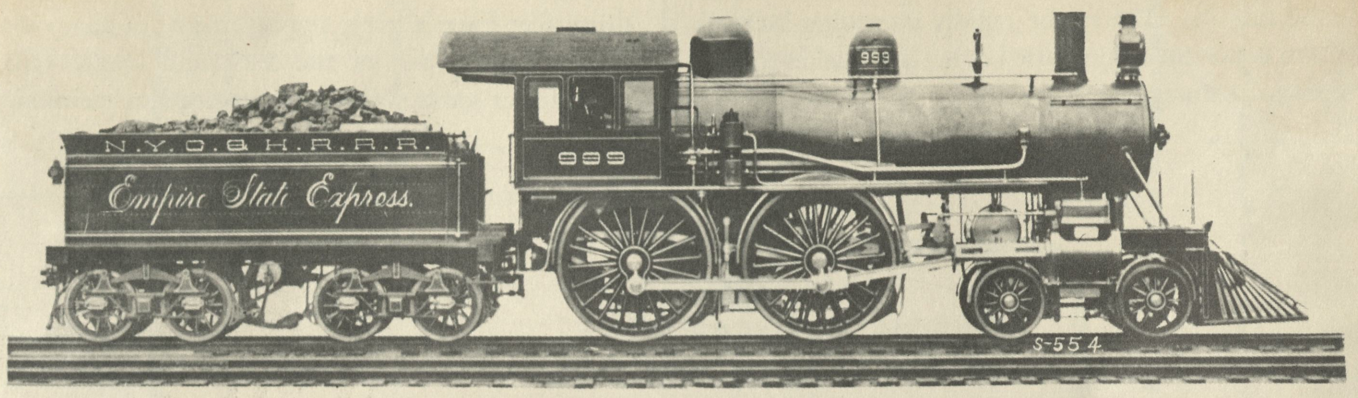
1830 - 1910

Clos. No. Sold Amount



Riding the turntable at West Albany, N.Y. in April, 1893 the 999 certainly looks like she is capable of very high speed running.

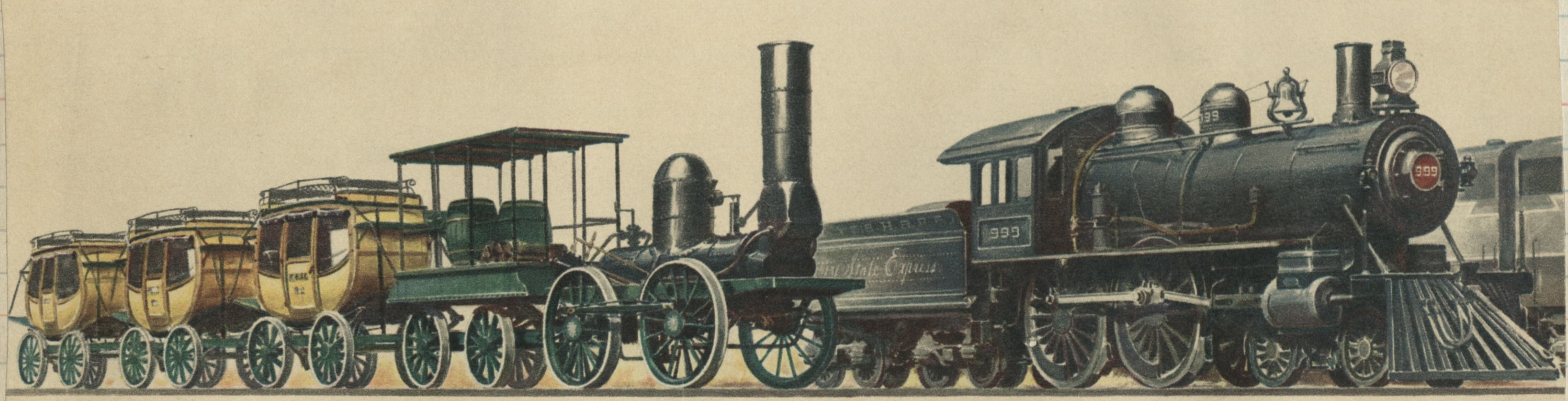


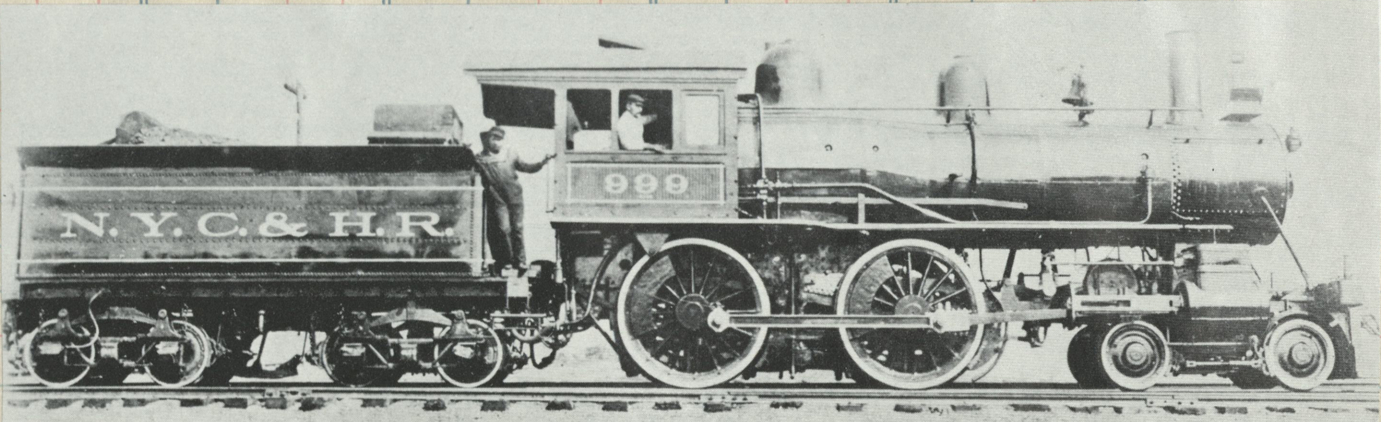


Courtesy American Locomotive Company.

THE FIRST HUNDRED-MILE-AN-HOUR RUN

The famous No. 999 with which Engineer Hogan made a locomotive speed record of 112.5 miles an hour in 1893. The engine is of the American (4–4–0) type, with driving-wheels 7 feet and 2 inches high. It is preserved at the West Albany Shops of the New York Central.

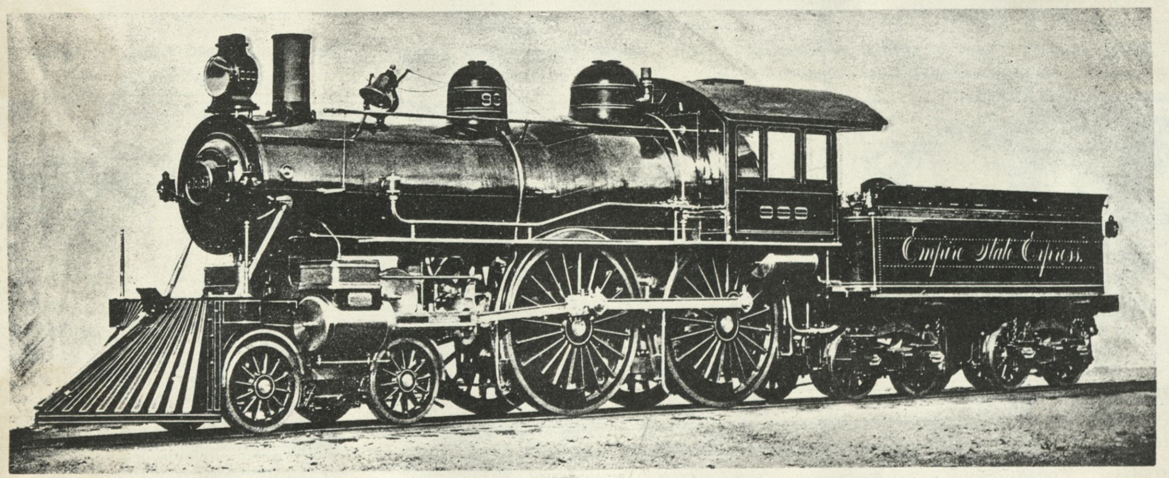


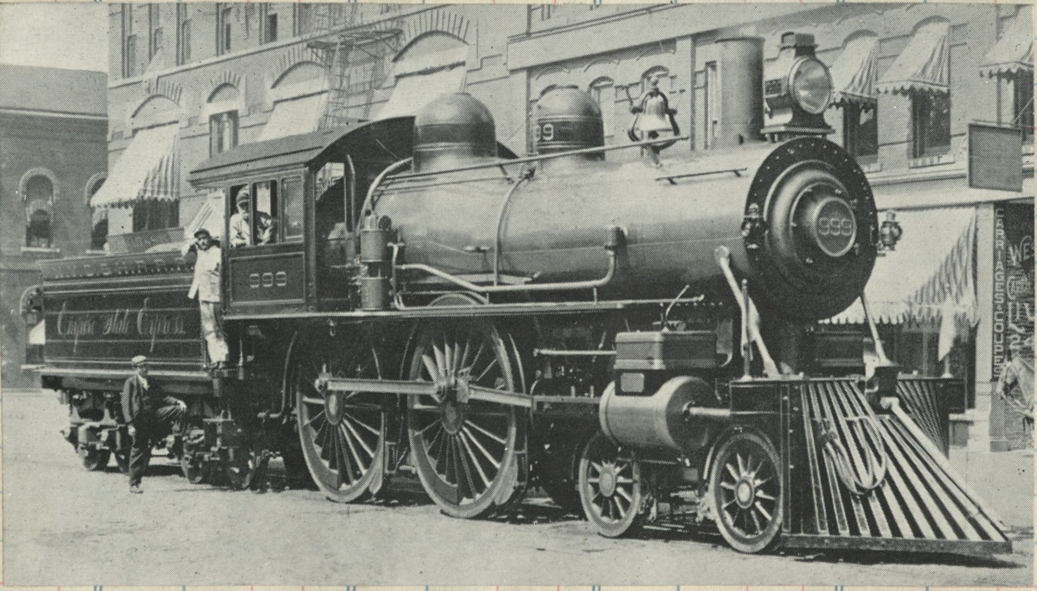


Above: Two generations ago locomotive 999 of the New York Central was the sensation of the Chicago World's Fair. She had been designed by Master Mechanic William Buchanan especially to break the world's speed record, and break it she did, 112.5 miles an hour while pulling the *Empire State Express* on May 10, 1893. Then she went to Chicago and the admiring throng.

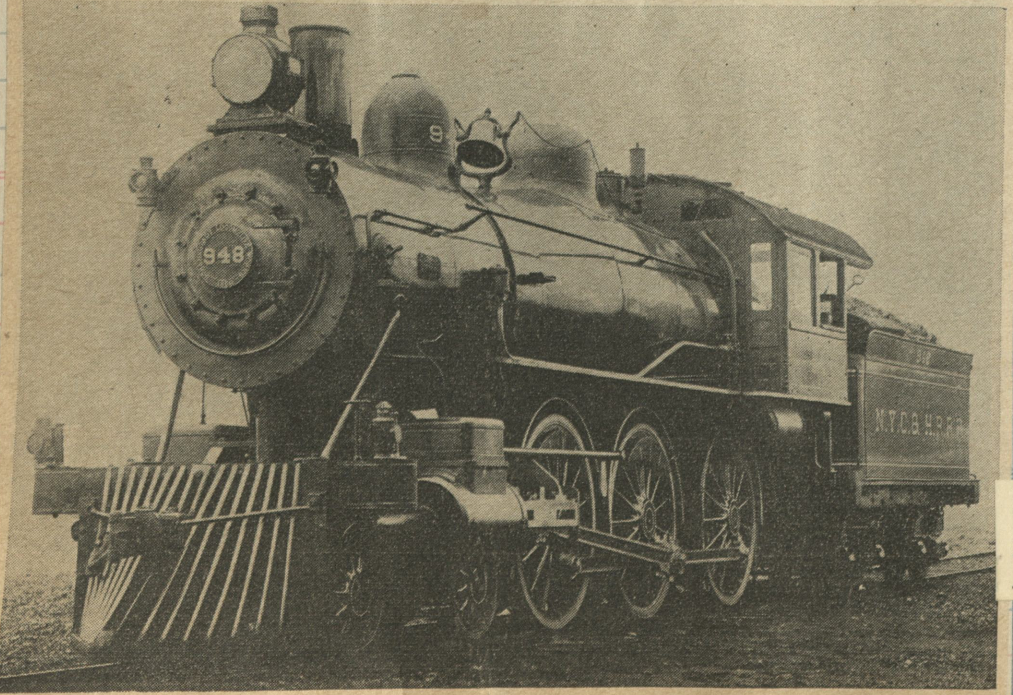
435. What locomotive won undying fame in the year of Chicago's World Columbian Exposition?

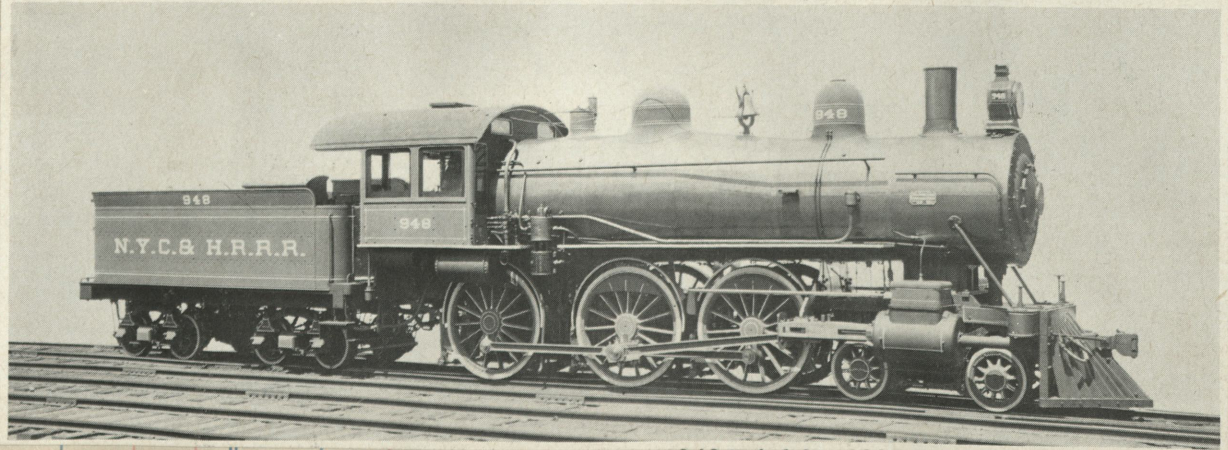
Running a mile in 32 seconds near Batavia, New York, on May 11, 1893, New York Central Locomotive No. "999" became the fastest creation of man up to that time. It held the world's speed record for more than twelve years.





The world famous 999, built at West Albany Shops in 1893 at a cost of $13,000. Class C-14a, cyls 19x24, drivers 86", T E 19,500#. Rebuilt at Oswego in 1906 with 70" drivers. Renumbered 1086 at Avis Pa in Oct 1916 and retired from active service January 1923, thirty years pulling N Y C Trains.





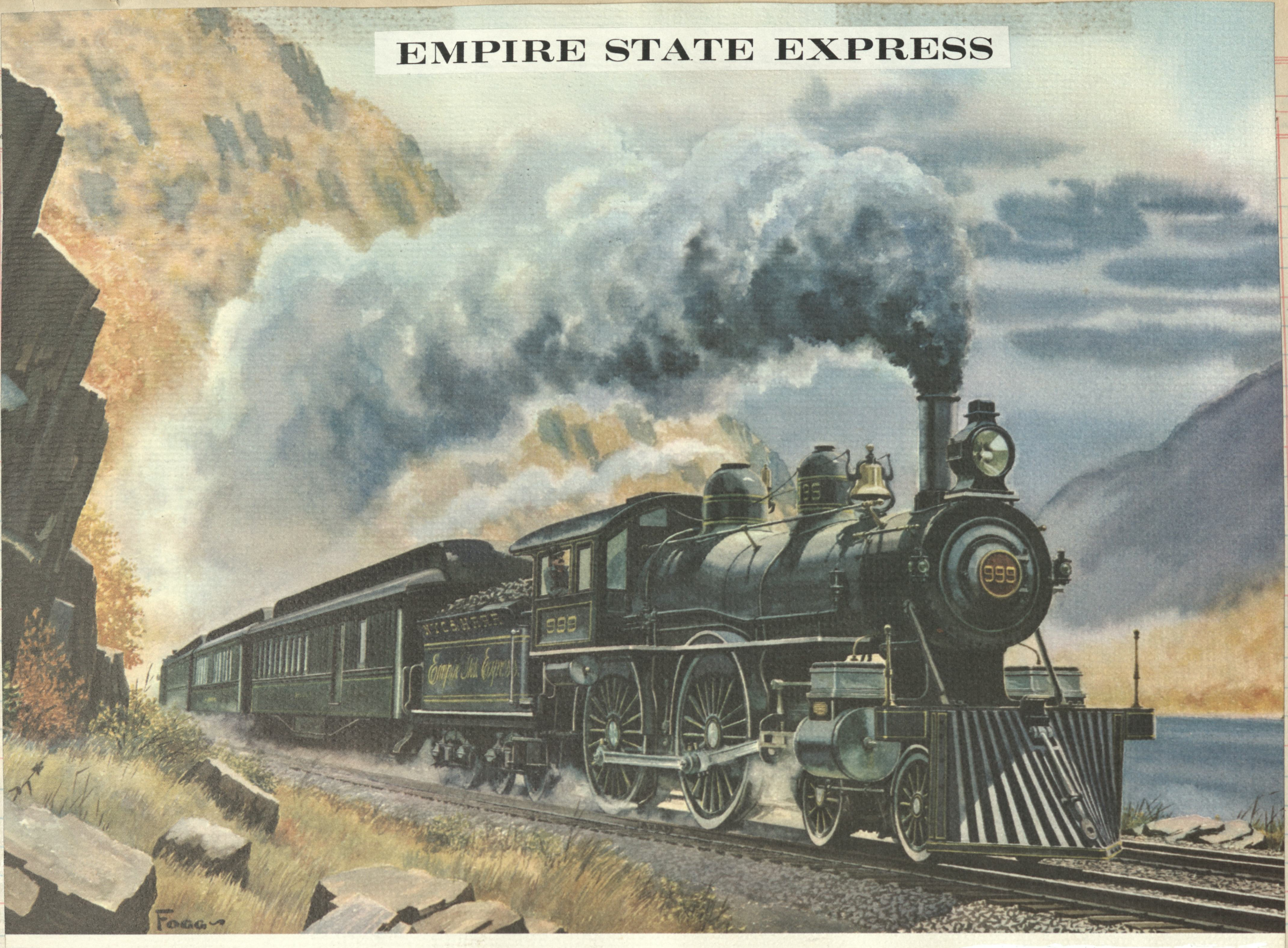
The only Buchanan Ten wheelers were ten built at Schenectady in 1899. Noed 948-957 [c/n 5179] renoed 2000-2009 in 1901 and transfered to the Adirondack Division working between Utica and Montreal.

CUT HERE
To Make
Short Sheet

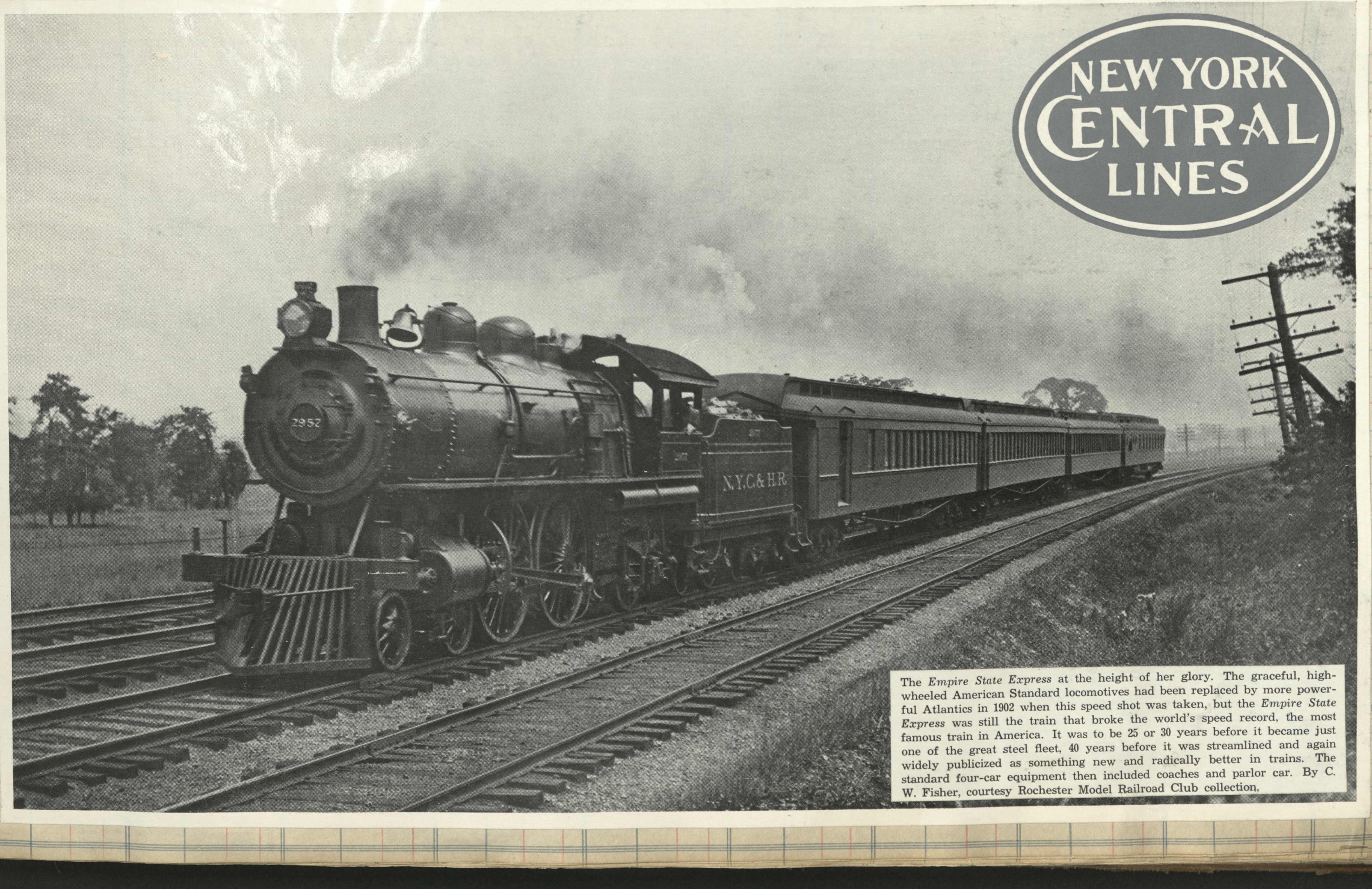
Clos. No. Sold Amount Clos. No. Sold Amoun

Amount Clos. No. Sold Amount Clos. No. Sold Amount

EMPIRE STATE EXPRESS



"Locomotive Speed King", No. 999, on N.Y.C. & H.R.'s Empire State Express, 1893

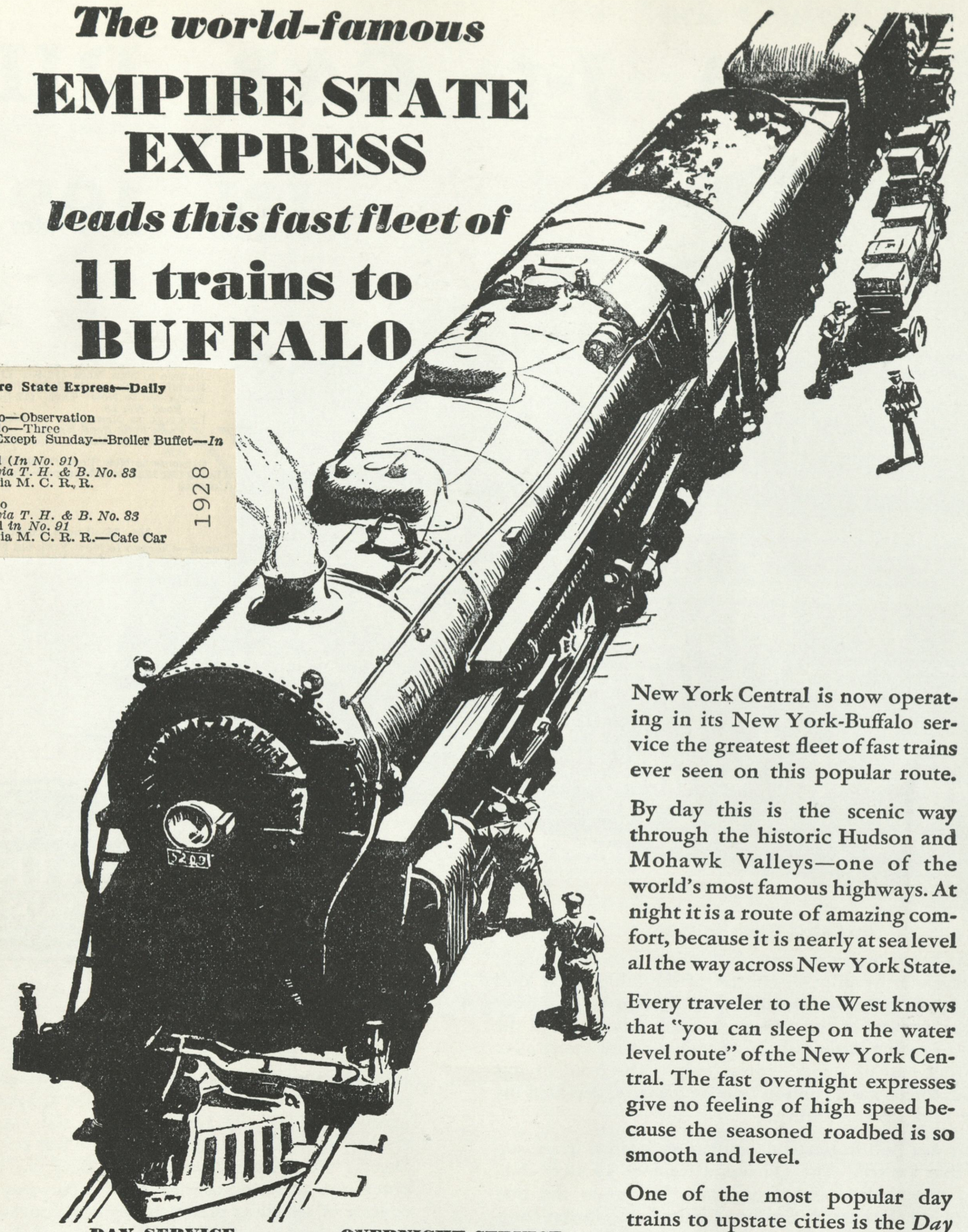


The *Empire State Express* at the height of her glory. The graceful, high-wheeled American Standard locomotives had been replaced by more powerful Atlantics in 1902 when this speed shot was taken, but the *Empire State Express* was still the train that broke the world's speed record, the most famous train in America. It was to be 25 or 30 years before it became just one of the great steel fleet, 40 years before it was streamlined and again widely publicized as something new and radically better in trains. The standard four-car equipment then included coaches and parlor car. By C. W. Fisher, courtesy Rochester Model Railroad Club collection.

26

Sold Amount

The world-famous
EMPIRE STATE EXPRESS
leads this fast fleet of
11 trains to BUFFALO



No. 51—Empire State Express—Daily
Parlor Car
  New York to Buffalo—Observation
  New York to Buffalo—Three
  Utica to Montreal Except Sunday—Broiler Buffet—*In Adk. Div. No. 3*
  Buffalo to Cleveland (*In No. 91*)
  Buffalo to Toronto *via T. H. & B. No. 83*
  Buffalo to Detroit via M. C. R. R.
Dining Car
  New York to Buffalo
  Buffalo to Toronto *via T. H. & B. No. 83*
  Buffalo to Cleveland *in No. 91*
  Buffalo to Detroit via M. C. R. R.—Cafe Car
Coaches

1928

New York Central is now operating in its New York-Buffalo service the greatest fleet of fast trains ever seen on this popular route.

By day this is the scenic way through the historic Hudson and Mohawk Valleys—one of the world's most famous highways. At night it is a route of amazing comfort, because it is nearly at sea level all the way across New York State.

Every traveler to the West knows that "you can sleep on the water level route" of the New York Central. The fast overnight expresses give no feeling of high speed because the seasoned roadbed is so smooth and level.

One of the most popular day trains to upstate cities is the *Day Coach De Luxe* with its special type of luxurious coaches, and its wicker-chaired Observation Car without extra charge.

From Buffalo eastward there are 13 fast trains daily, arriving in New York between the hours of 6:10 a.m. and 11:45 p.m.

DAY SERVICE

	Lv. NewYork	*Ar. Buffalo*
Empire State Ex.	8:30 a.m.	5:15 p.m.
Chicago Express	8:45 a.m.	7:15 p.m.
DayCoachDeLuxe	9:30 a.m.	8:00 p.m.
The Mohawk	11:00 a.m.	9:00 p.m.
NorthShoreLtd.	12:10 p.m.	9:40 p.m.
The Seneca	12:25 p.m.	10:15 p.m.

Dining Car on All Day Trains
(All Schedules Standard Time)

OVERNIGHT SERVICE

	Lv. NewYork	*Ar. Buffalo*
WesternExpress*	6:10 p.m.	6:40 a.m.
The Niagara	8:35 p.m.	7:05 a.m.
Buffalonian**	9:30 p.m.	8:10 a.m.
The Iroquois**	11:20 p.m.	8:20 a.m.
The Genesee**	11:35 p.m.	9:50 a.m.

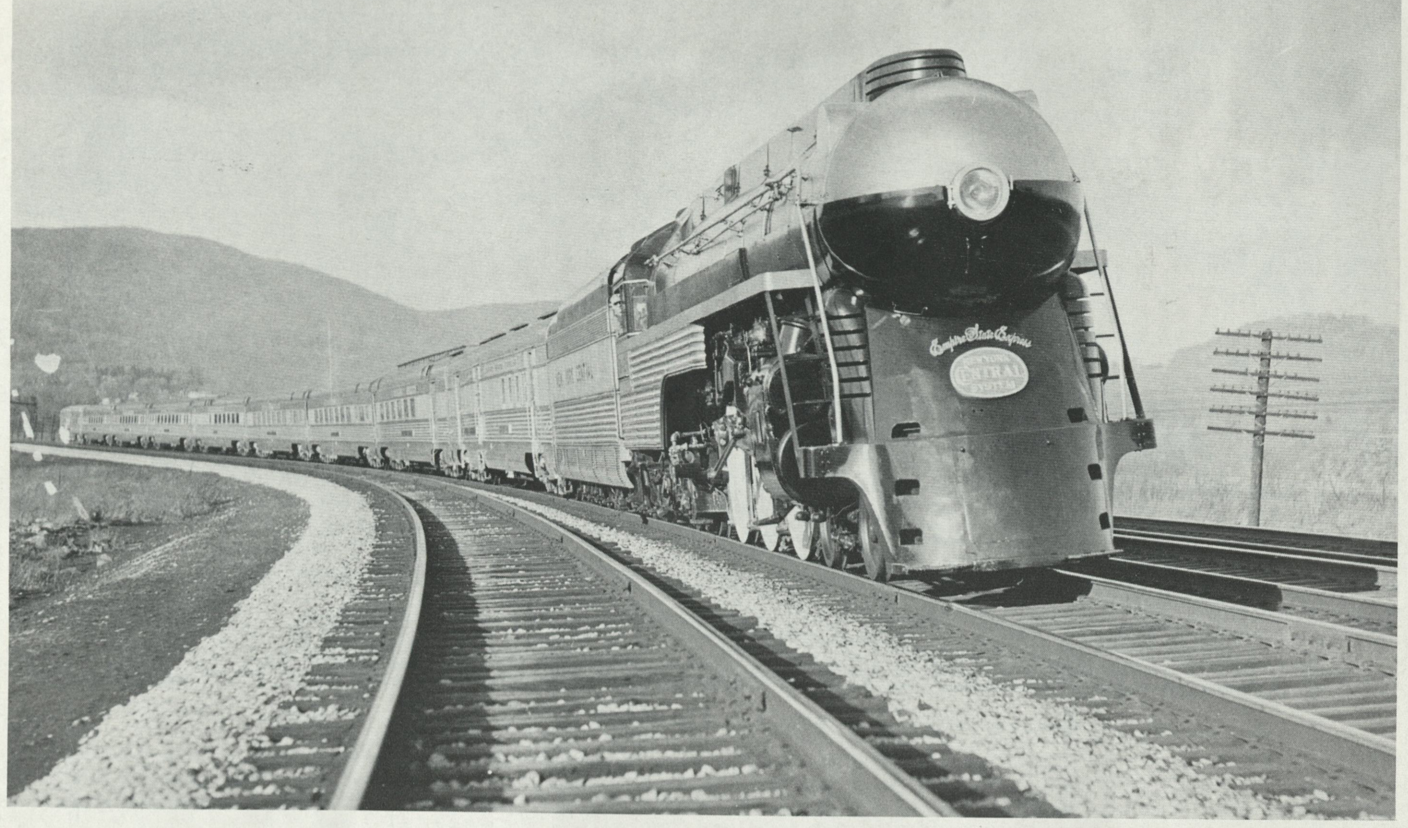
**Dining Car Serving Dinner*
***Dining Car Serving Breakfast*

New York Central

THE WATER LEVEL ROUTE — NEW YORK CENTRAL LINES — YOU CAN SLEEP

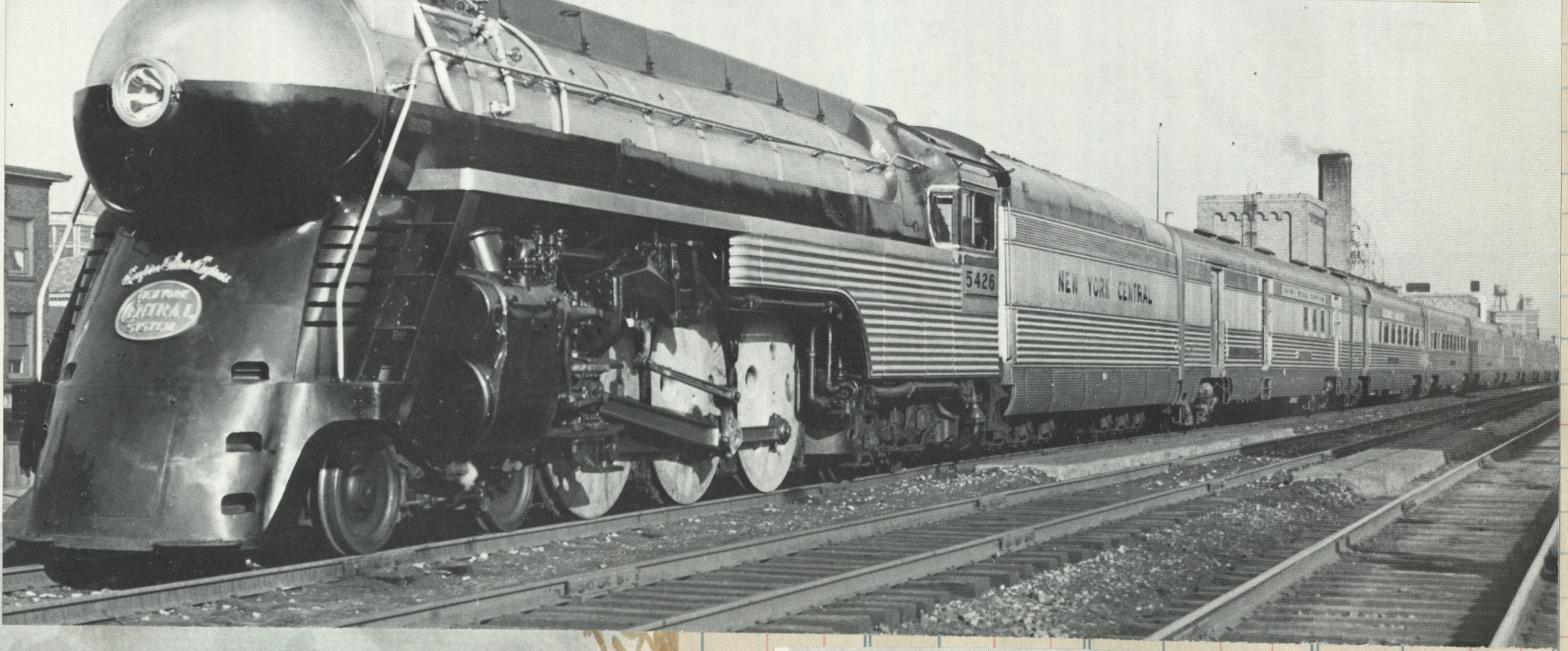
For reservations telephone *VANderbilt 3200*

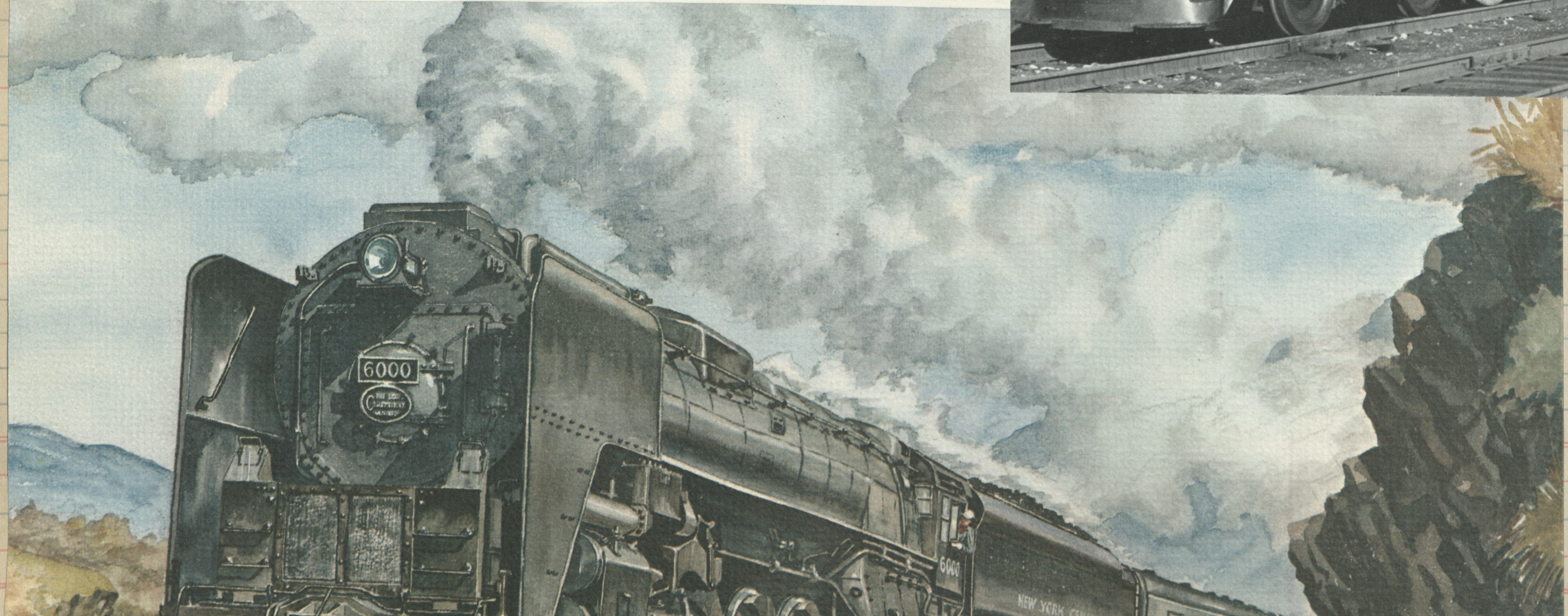
New Empire State Express
NEW YORK CENTRAL'S STAINLESS STEEL SUPER-STREAMLINER BETWEEN NEW YORK, BUFFALO, CLEVELAND AND DETROIT



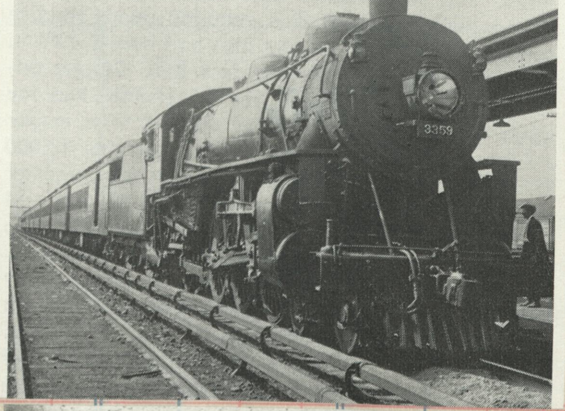
J-3a 5429 with the brand new "Empire State Express" in December, 1941.

No. 50—Empire State Express—Daily
Streamlined, Completely Air-Conditioned
All seats in Parlor Cars and Coaches are reserved
Tavern Lounge (Buffet)
  ★Cleveland to New York
Parlor Cars
  ★Cleveland to New York
  ★Detroit to New York
Dining Cars
  ★Cleveland to New York
  ★Detroit to New York
Observation Coach (Buffet Lounge)
  ★Cleveland to New York
Reclining Seat DeLuxe Coaches
  ★Cleveland to New York
  ★Detroit to New York
  ★Buffalo to New York





#51 at Harmon



No. 51—Empire State Express. Daily, except Sunday.
An extra fare is charged on this train New York to Cleveland.
Parlor Cars.....New York to Buffalo—Observation.
Buffalo to Toronto, via T. H. & B. Ry.—Observation.
Buffalo to Cleveland.
Dining Car.....New York to Buffalo.
1915

NEW YORK CENTRAL SYSTEM

Clos. No. Sold Amount Amount Amount Clos. No. Sold Amount

(D-1a)

42, 44, 47, 48, 49
Brooks 1910
c/n 48424

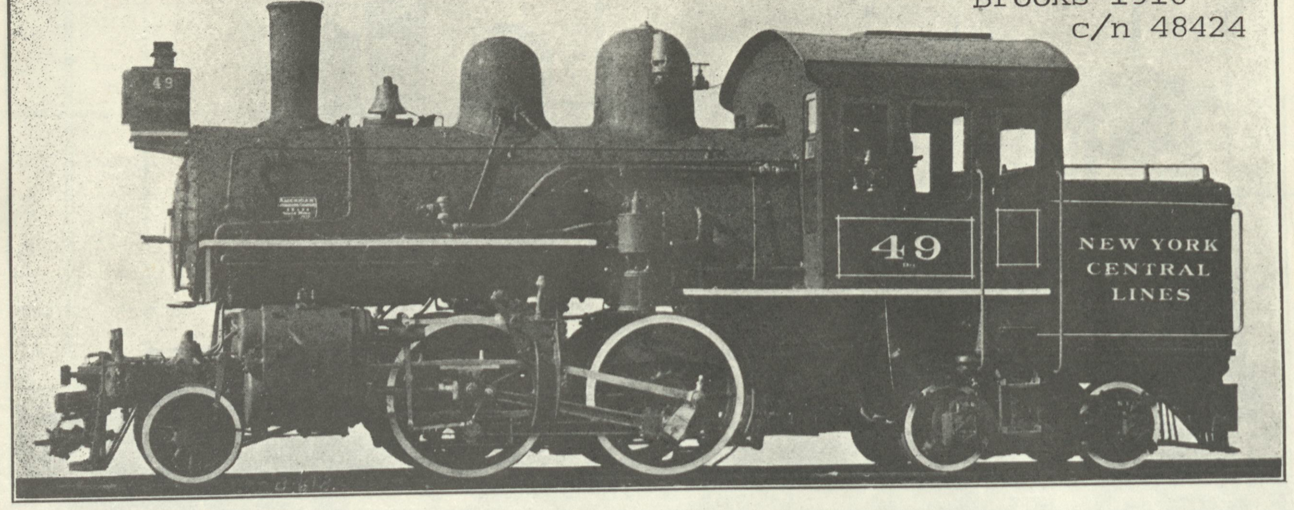
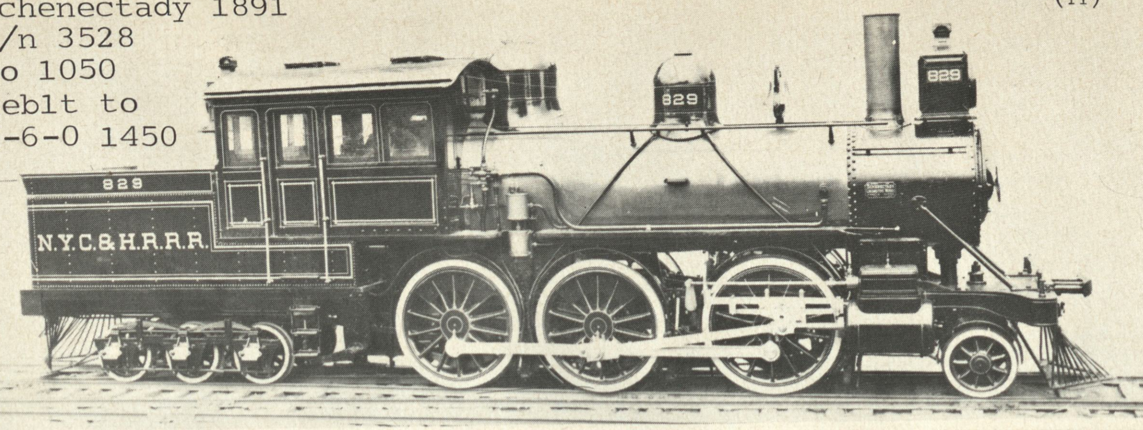


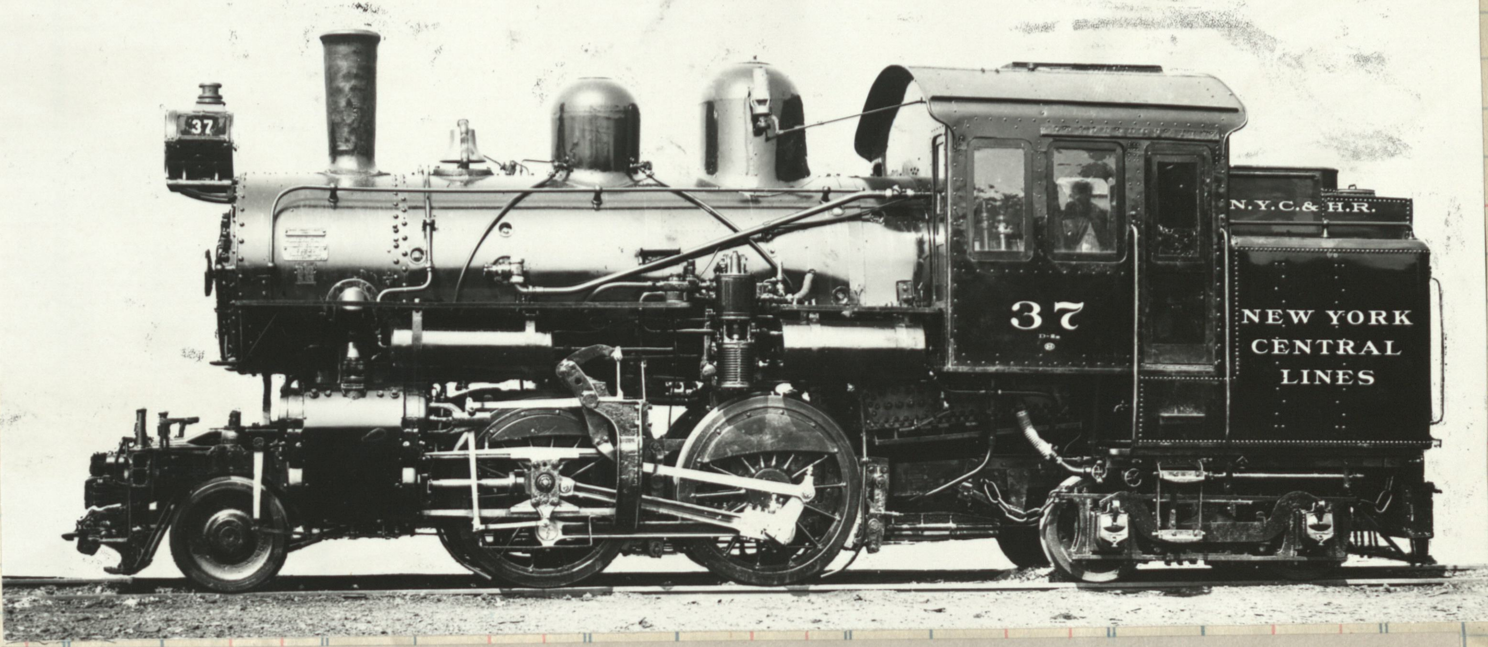
Fig. 38—Four-Coupled Double Ender (2-4-4) Locomotive for Suburban Passenger Service. Built for the New York Central & Hudson River by the American Locomotive Company. Cylinders, 16 in. x 22 in. Working Steam Pressure, 160 lbs. per sq. in. Diameter of Drivers, 57 in. Tractive Effort, 13,450 lbs. Heating Surface—Tubes, 1,356 sq. ft.; Firebox, 90 sq. ft.; Total, 1,446 sq. ft. Grate Area, 22.6 sq. ft. Rigid Wheel Base, 5 ft. 9 in. Total Engine Wheel Base, 27 ft. 9 in. Weight on Drivers, 63,900 lbs. Total Weight of Engine, 142,700 lbs. Fuel, Pea Coal.

Boiler, Diameter	58 in.
Firebox, Length	61⅛ in.
Firebox, Width	53¼ in.
Tubes, Number	227
Tubes, Diameter	2 in.
Tubes, Length	11 ft.
Weight on Drivers ÷ Tractive Effort	4.75
Total Weight ÷ Tractive Effort	10.60
Tractive Effort × Diam. Drivers ÷ Heating Surface	531.00
Total Heating Surface ÷ Grate Area	64.00
Firebox Heating Surface ÷ Total Heating Surface, per cent	6.23
Weight on Drivers ÷ Total Heating Surface	44.20
Total Weight ÷ Total Heating Surface	98.80
Volume both Cylinders, cu. ft.	5.10
Total Heating Surface ÷ Vol. Cylinders	282.80
Grate Area ÷ Vol. Cylinders	4.44
Weight on Front Truck	23,200 lbs.
Weight on Trailing Truck	55,600 lbs.
Tender Capacity, Water	1,800 gals.
Tender Capacity, Coal	3½ tons

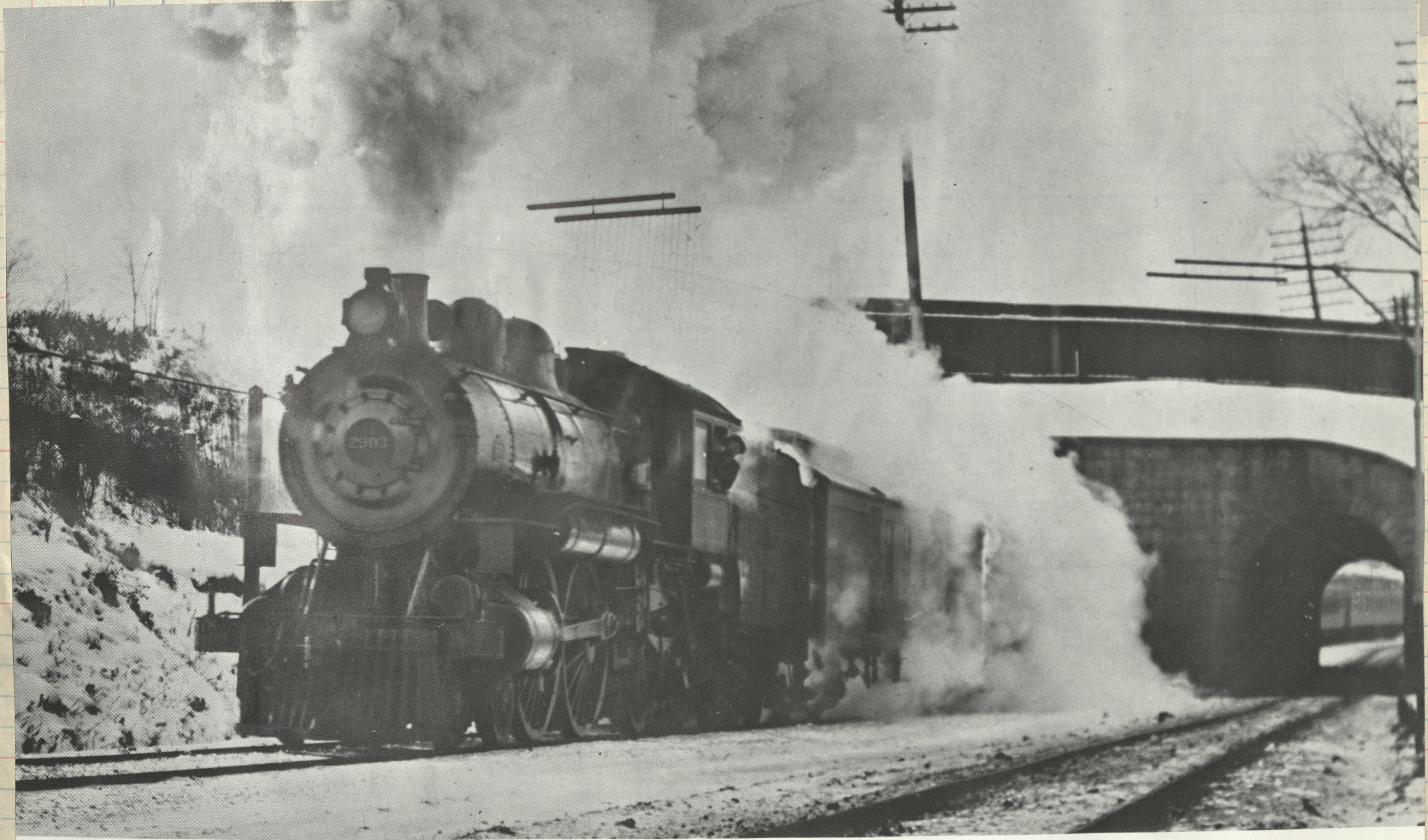
Schenectady 1891
c/n 3528
to 1050
Reblt to
2-6-0 1450

(M)





These little coffeepots worked the Putnam Div jobs between Sedgwick Ave and Getty Square on the Yonkers Br. Brooks built five in 1912 noed 37-41 class D-2a. c/n 51790

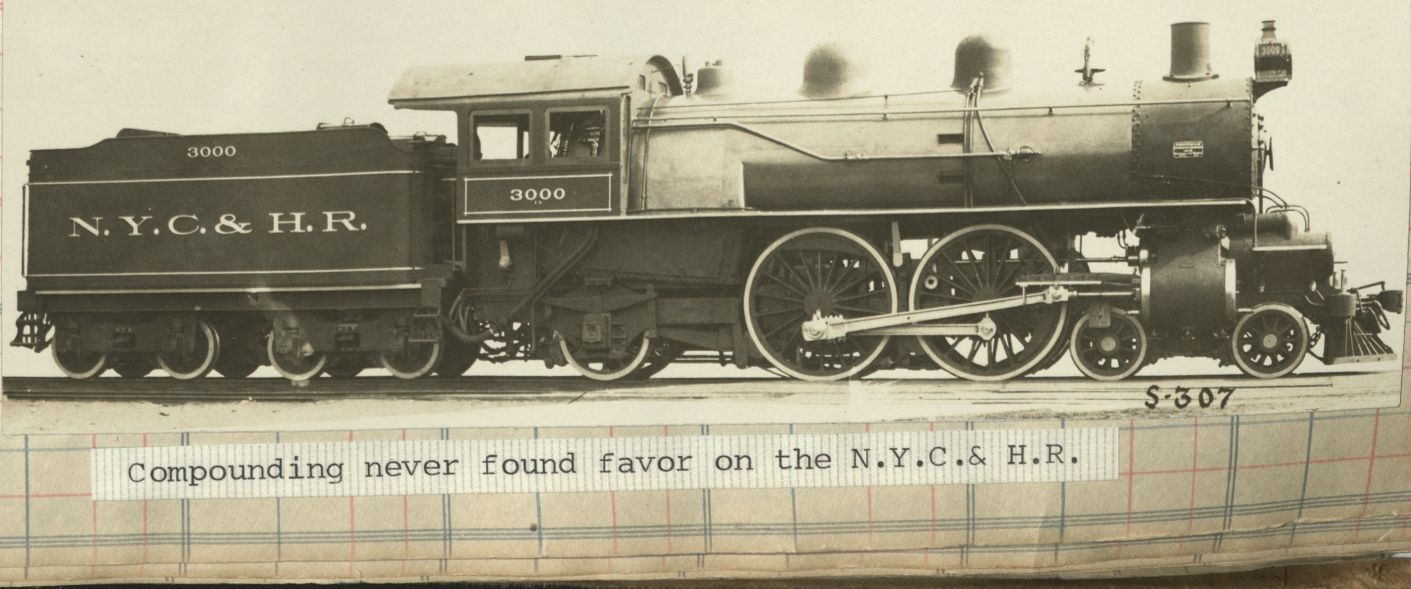


The eastbound " Lake Shore Limited" in the charge of class I-d Atlantic No. 2903 is passing under the Erie Canal at Syracuse, N. Y. to end its slow passage down East Washington St. on December 18, 1904, seventy-five years ago this month.

Noed 2903, 3903, 903
Schenectady 1904
c/n 29587

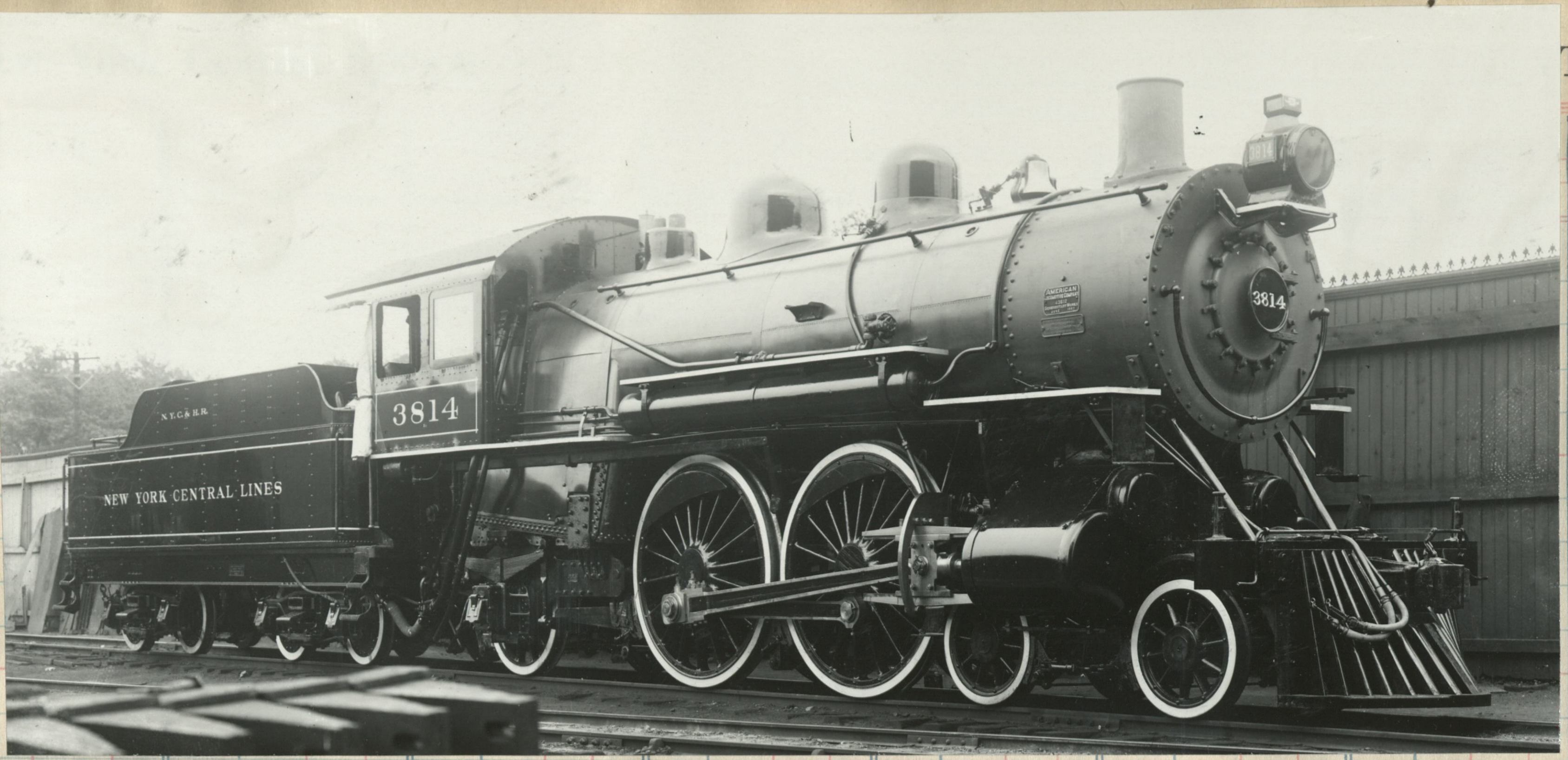
One of only two compound 4-4-2's for the Central.

The 3000 was a four cyl Cole compound blt by Schenectady in 1904 c/n 29418 renoed 3803, 803



Compounding never found favor on the N.Y.C.& H.R.

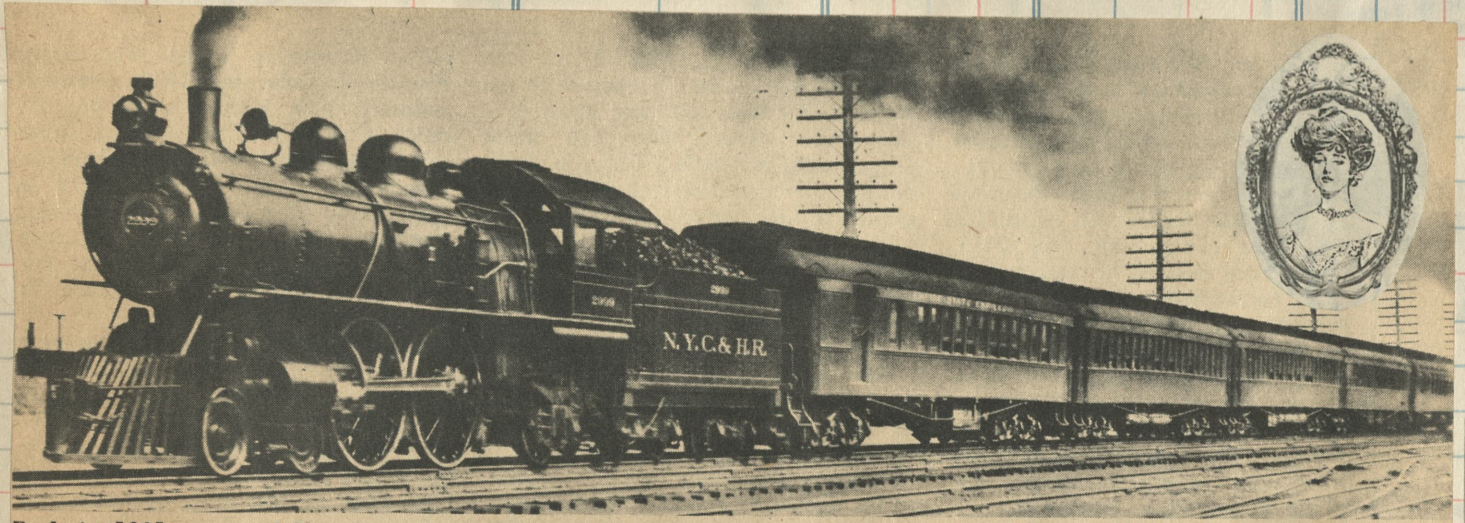
SELLER
DATE
FORM DESTINATION Amt. Com. No. Clos. No.



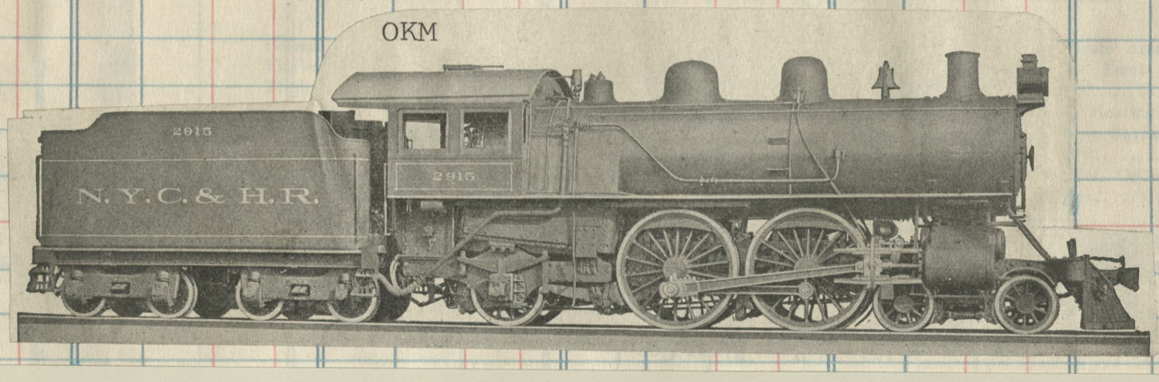
3806-3815
Class I-k
Schen 1907
c/n 43612
renoed
806-815

Clos. No. Sold Amount Clos. No. Sold

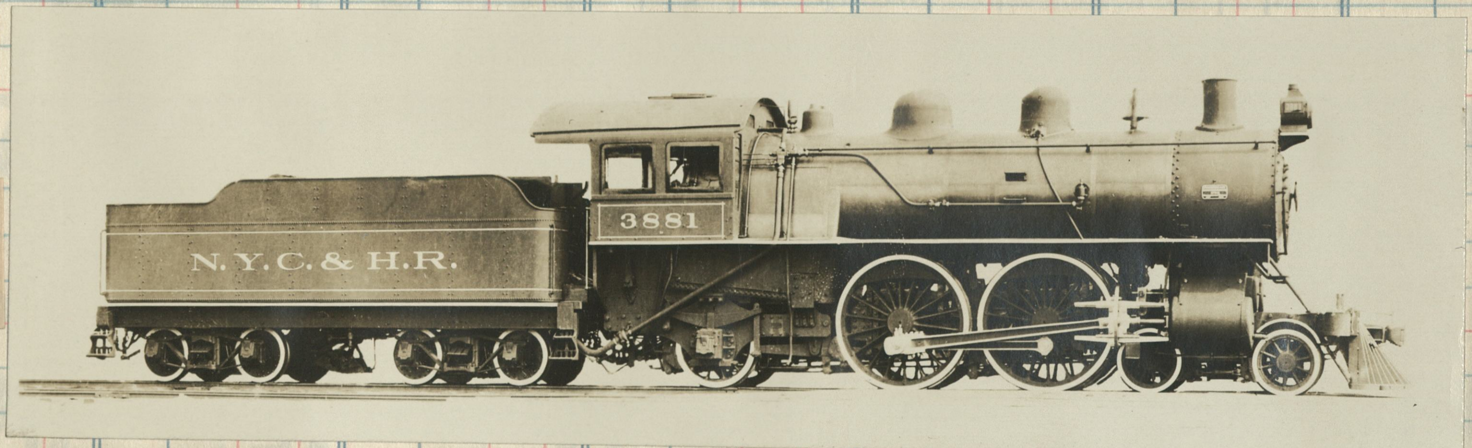
The most beautiful machine ever constructed by man!



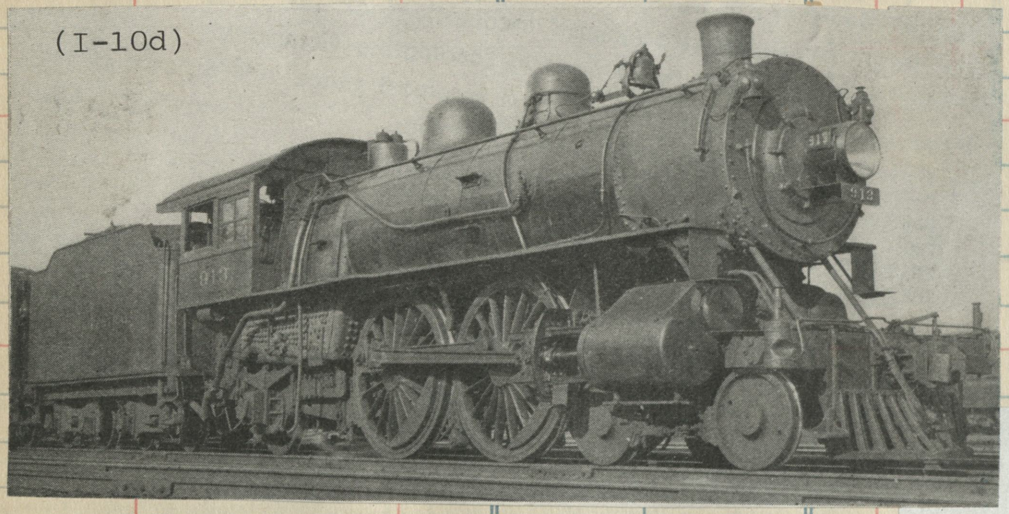
Back in 1901, some of New York Central's beautiful Atlantic types, including this one (No. 2999 on the *Empire State Express*), were referred to as "Gibson girls" from the vogue of feminine charm created by the artist Charles Dana Gibson.



2915
[one engine]
class Ie
Schen 1904
c/n 29599
renoed 3915,
915

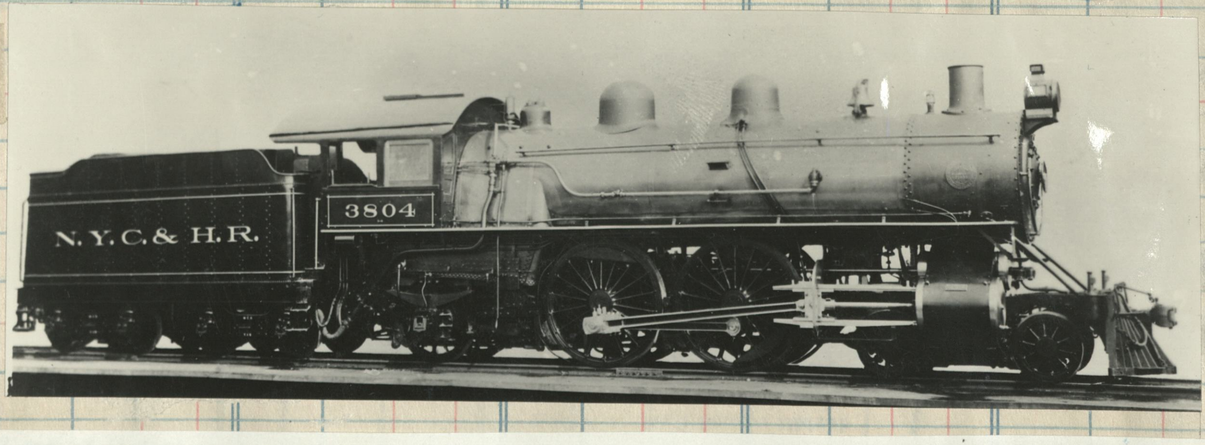


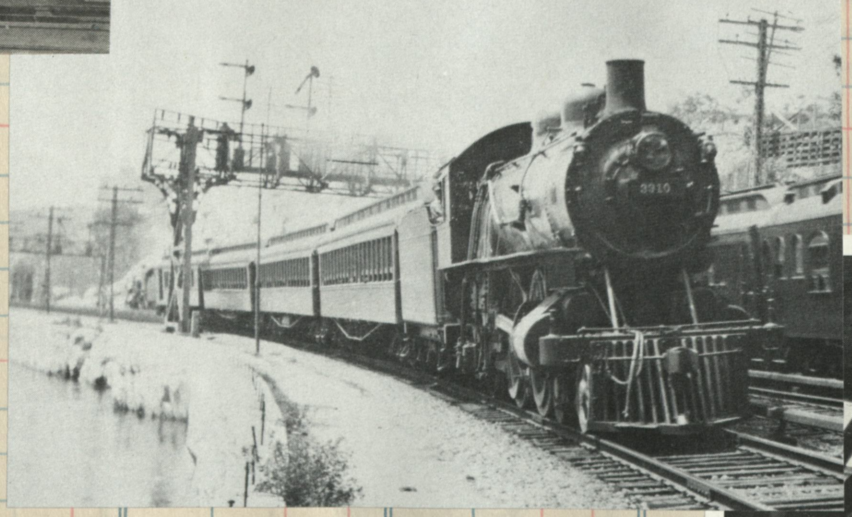
3876-3895
Class I-f
Schen 1905
c/n 37843

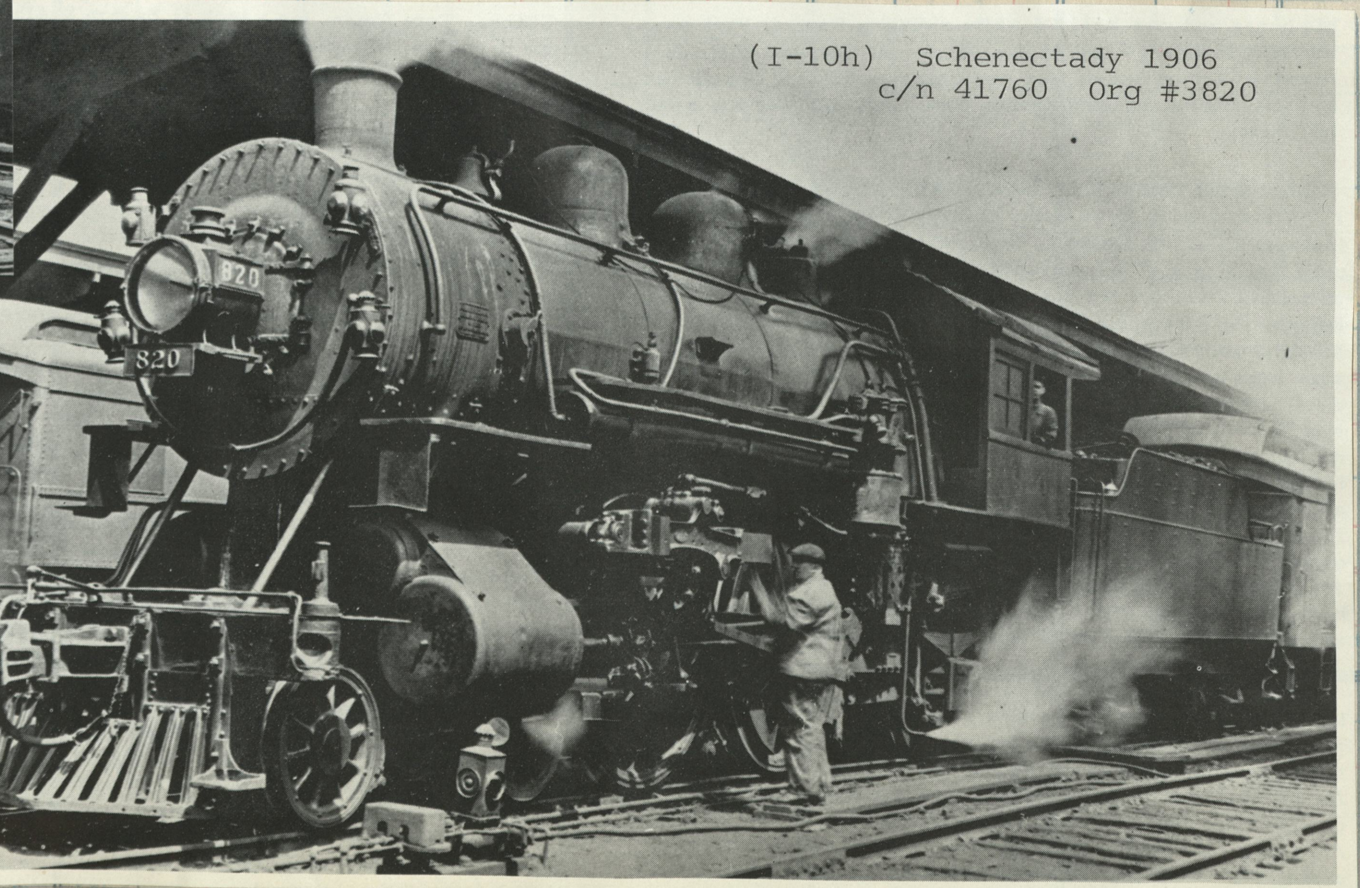

(I-10d)

#913 org #2913, 3913 Schenectady 1904
c/n 29597

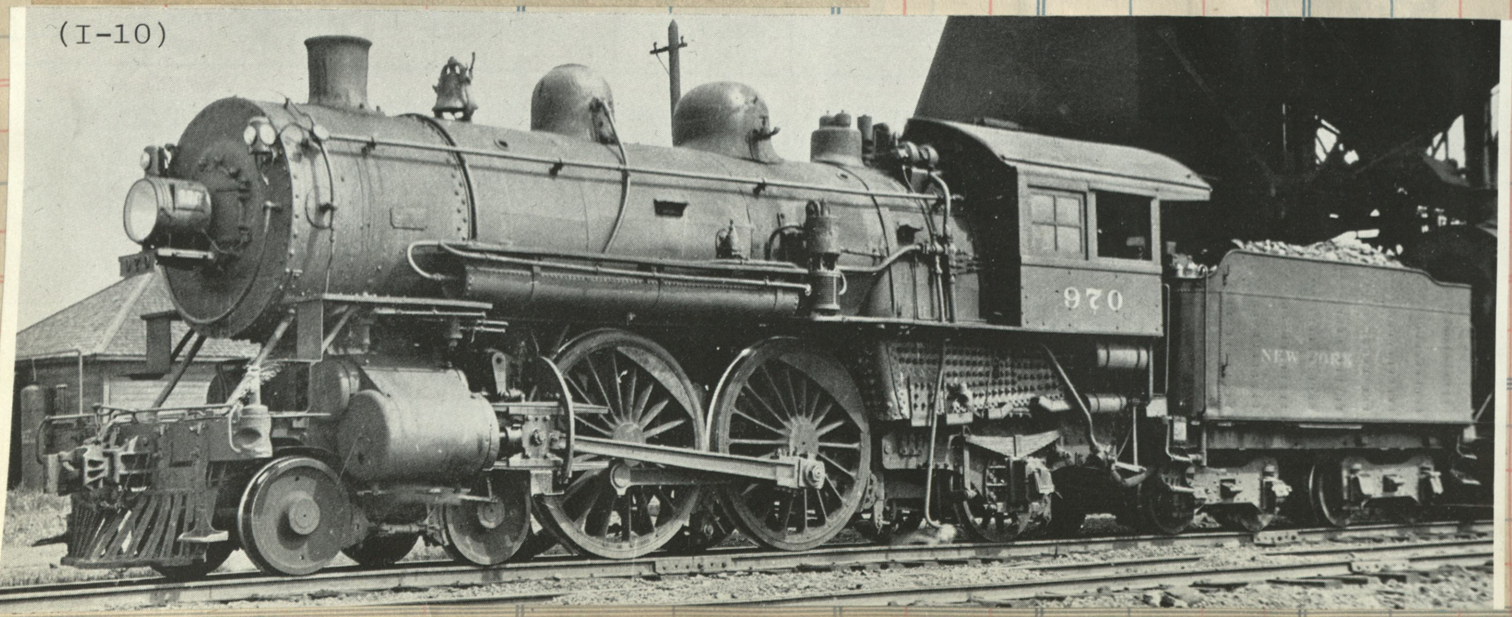
The other compound 4-4-2. #3804
(4 cyl) blt by Baldwin in 1905
c/n 25000. reblt and renoed 804.

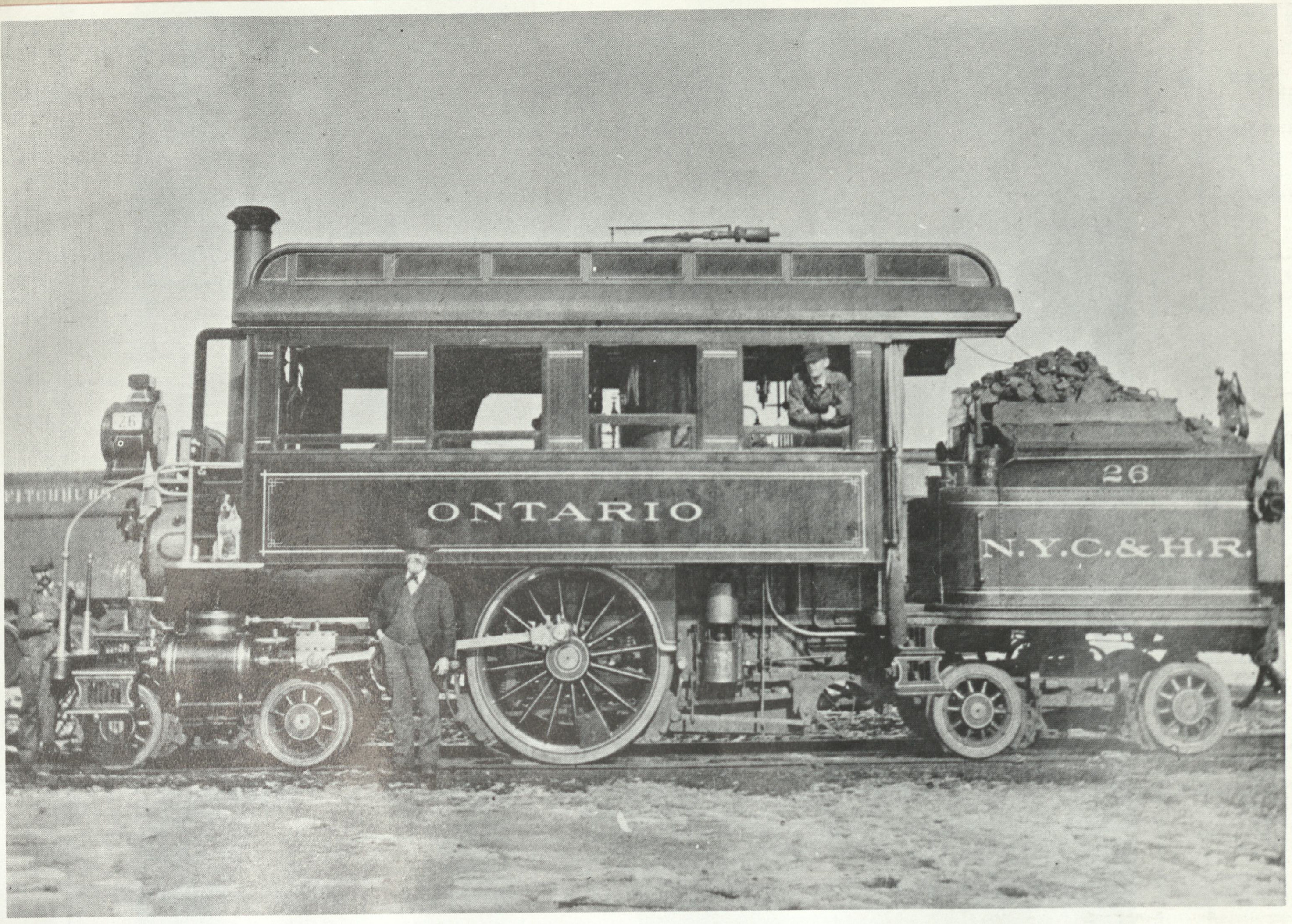



3810

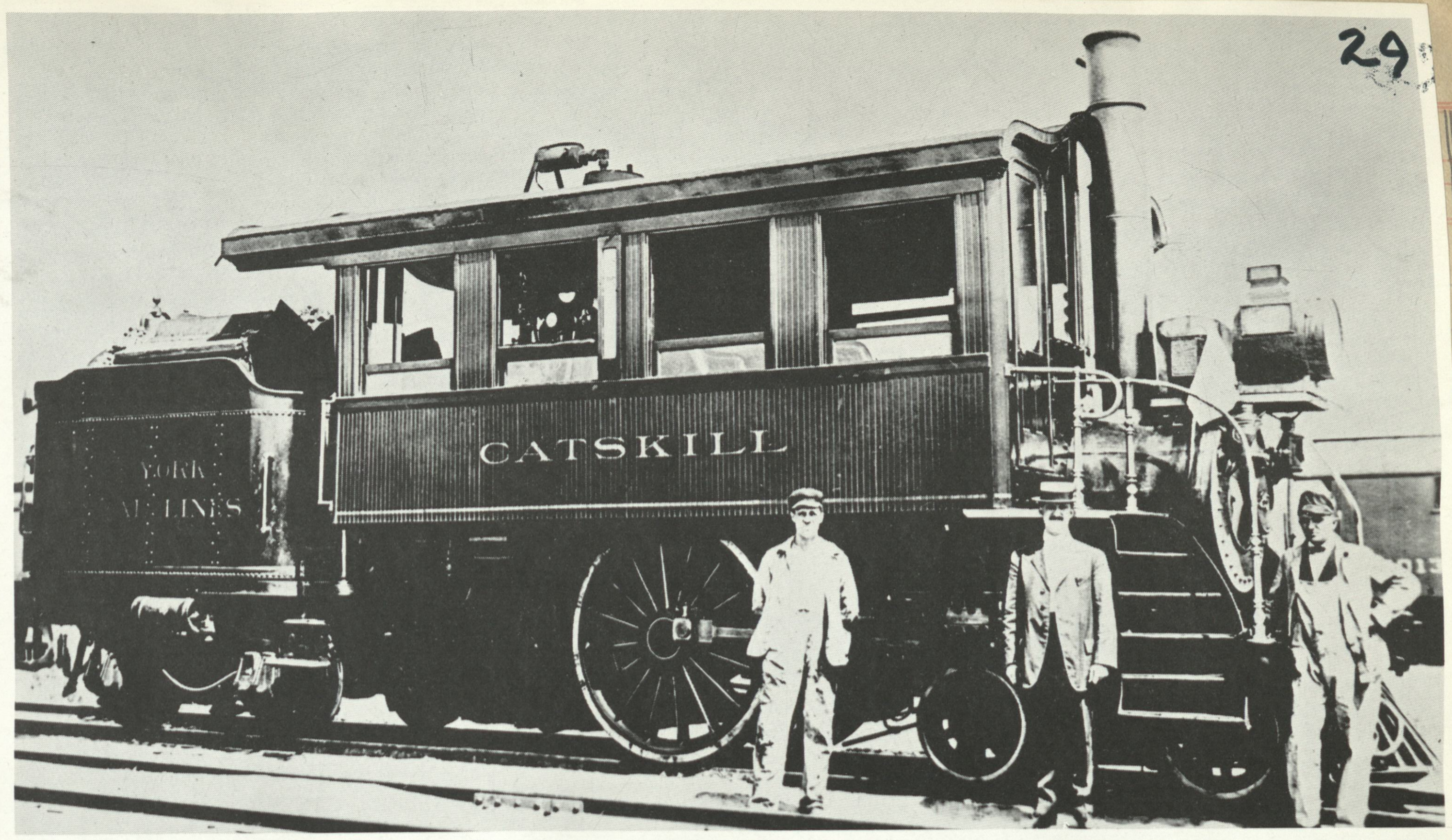

(I-10h) Schenectady 1906
c/n 41760 Org #3820

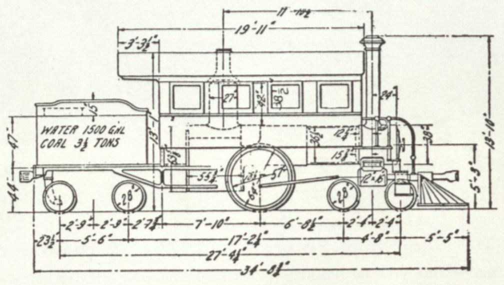
Ex 2970, 3970 Schenectady 1901 c/n 6107


(I-10)


ONTARIO
26
N.Y.C.&H.R.

Readers of the first quarter of 1978 issue of the "Central Headlight" will recall a short feature showing some of the interesting "Pony" class or inspection locomotives used by the New York Central Lines over the years. Member Nelson B. Winters of Gouverneur, N.Y. sent along this interesting view of the Pony engine "Ontario" which shows the little engine as it appeared after 1899. When built by the New York Central and Hudson River's own West Albany, N.Y. Shops in 1889 this locomotive carried No. 117. Only a year later in 1890 it was renumbered 252 and named "Mohawk" which was later changed to "Ontario". It was rebuilt at least once in 1910 before being retired in 1920. Officials used it to inspect the old Rome, Watertown and Ogdensburg Division and later the St. Lawrence and Ontario Division. The "Ontario" was brought to Watertown, N.Y. in the late 1890's when E. G. Russell was superintendent of the R.W. & O. Division. Phil Baxter was its engineman for a number of years, and after him, George B. Walker, and then Charles D. Simonds, who served until the locomotive was scrapped. The "Ontario" was also present in Gouverneur, N.Y. on August 1, 1893 for the opening of the Gouverneur & Oswegatchie Branch. The history of the "Ontario" is somewhat confusing because there was a "sister" locomotive that was built in 1892 and originally numbered 255, also named "Mohawk" and then changed to "Ontario" while carrying road number 29. This loco was retired in 1925. Other "sister" engines were named "Monitor" (No. 25, later named "Catskill"), and "Niagara" (No. 27). A photo of the "Ontario" in action can be found on page 13 in the second quarter 1978 issue of the "Central Headlight". Notice the dog sitting on the running board guarding the front door. This photo courtesy of the Watertown Daily Times of Watertown, N.Y.

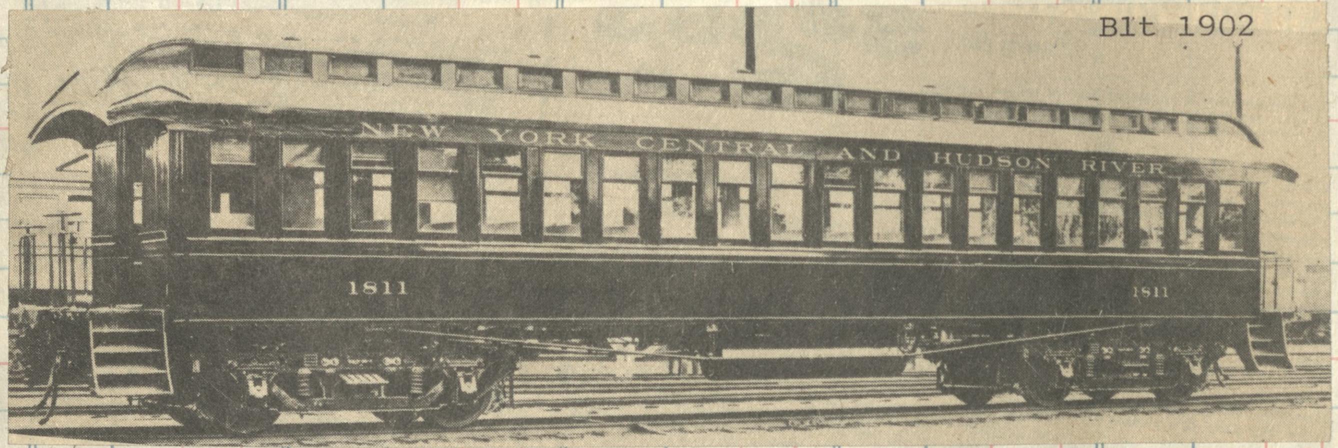

CATSKILL
YORK
LINES


11'-10½"
19'-11"
3'-3½"
WATER 1500 GAL
COAL 3½ TONS
47"
44"
28"
64"
13'-10"
5'-8"
2'-9"
2'-9"
2'-7½"
7'-10"
6'-8½"
2'-4"
2'-4"
23½
5'-6"
17'-2¼"
4'-8"
5'-5"
27'-4½"
34'-8½"

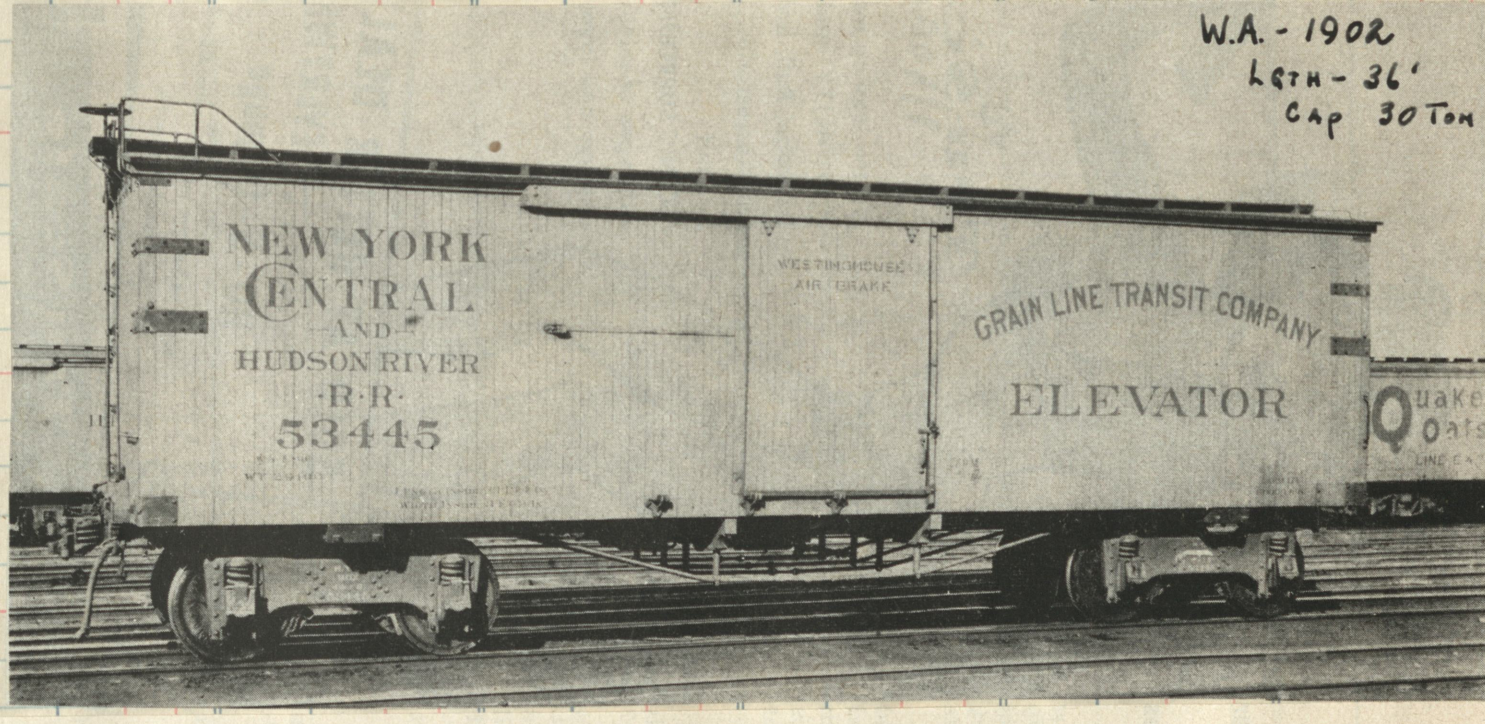
Kind of main valve	Slide	Weight on front Truck, working order	22500 lbs.
Firebox length inside	48$\frac{15}{16}$ in.	Weight on Drivers, working order	24000 lbs.
Firebox width inside	35¼ in.	Weight on rear Truck, working order	39000 lbs.
Grate area	12 sq. ft.	Total weight of Engine, working order	85500 lbs.
Tubes, number small	100 2 in.	Steam Pressure	140 lbs.
Tubes, length over sheets	9 ft. 3 in.	Max. Tractive Force	4280 lbs.
Heating surface tubes	480 sq. ft.		
Heating surface firebox	77 sq. ft.		
Total heating surface	557 sq. ft.		

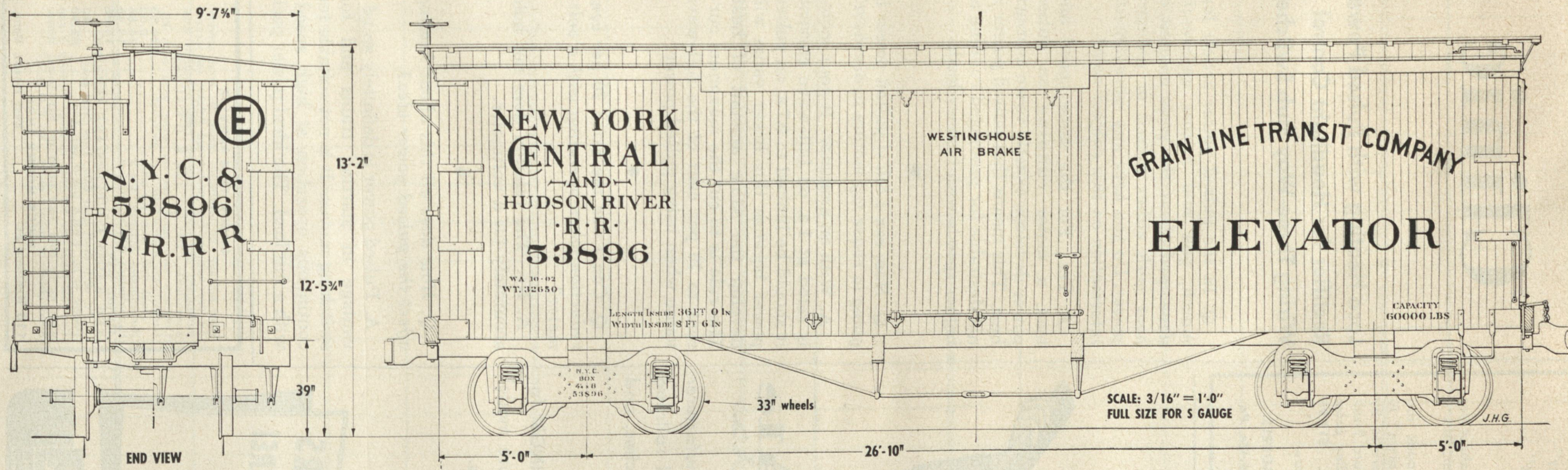
ABOVE - 4-2-4T "Pony" No. 25 was originally numbered 251 and named "Monitor" when built by the railroad's West Albany, N.Y. shops in 1897. Sometime after 1899 this locomotive was renamed "Catskill" and it survived at least one major rebuilding in 1914 before being retired in 1925. Very tiny tender tank and compound curved roof are interesting features. Even a moderately warm day forced crew to open as many windows as possible. Boiler heat must have been stifling.

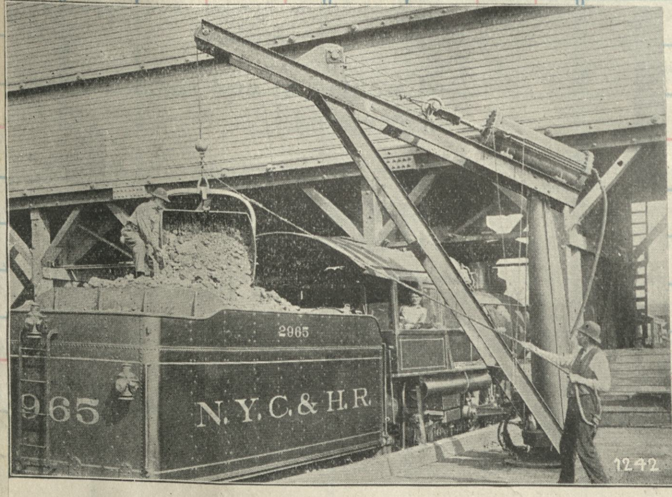
Blt 1902


NEW YORK CENTRAL AND HUDSON RIVER
1811
1811

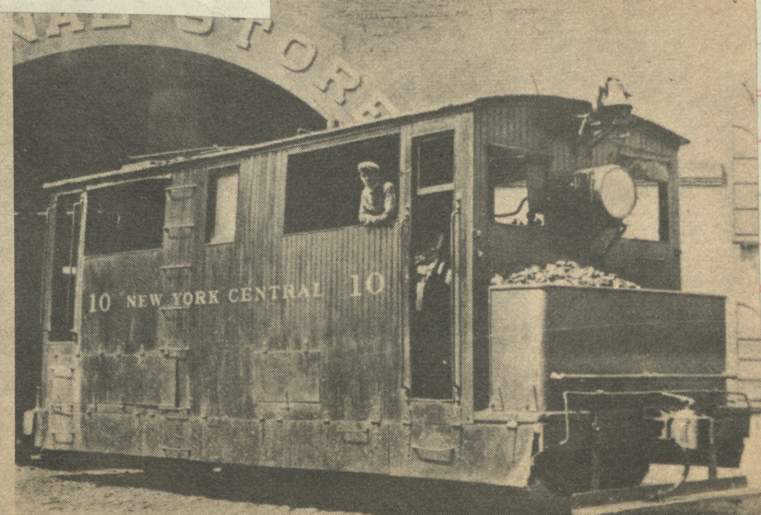
W.A. - 1902
Lgth - 36'
Cap 30 Ton


NEW YORK
CENTRAL
AND
HUDSON RIVER
·R·R·
53445
WESTINGHOUSE AIR BRAKE
GRAIN LINE TRANSIT COMPANY
ELEVATOR
Quaker Oats

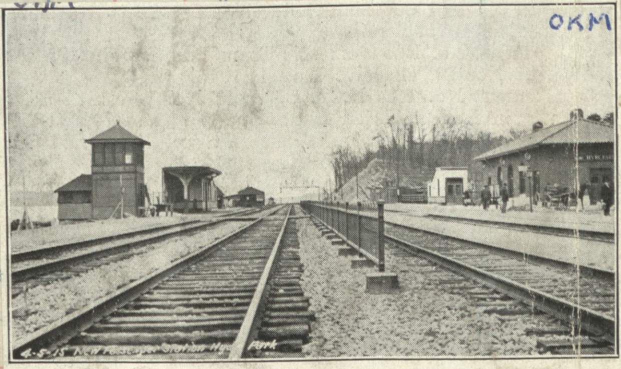

9'-7⅜"
N.Y.C.&
53896
H.R.R.R.
E
13'-2"
12'-5⅛"
39"
END VIEW
NEW YORK
CENTRAL
AND
HUDSON RIVER
·R·R·
53896
WA 10-02
WT. 32650
LENGTH INSIDE 36 FT 0 IN
WIDTH INSIDE 8 FT 6 IN
WESTINGHOUSE
AIR BRAKE
GRAIN LINE TRANSIT COMPANY
ELEVATOR
CAPACITY
60000 LBS
N.Y.C.
BOX
4&8
53896
33" wheels
SCALE: 3/16" = 1'-0"
FULL SIZE FOR S GAUGE
J.H.G.
5'-0"
26'-10"
5'-0"


2965
965
N.Y.C.& H.R.
1292

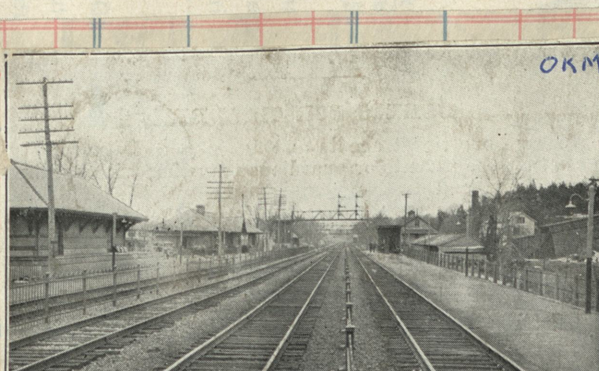
Whiting Air Hoist on Pillar Crane, for coaling locomotives.


10 NEW YORK CENTRAL 10

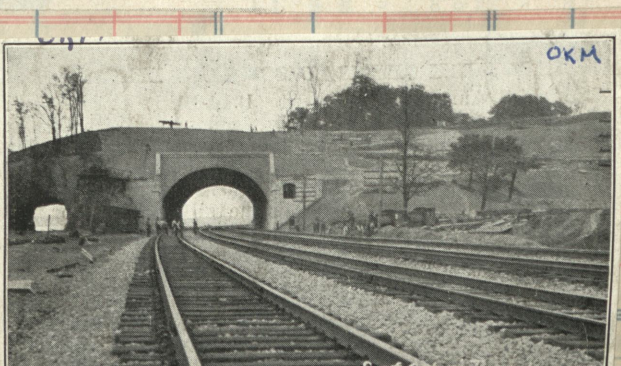
New York Central 0-6-0 No. 99 was built in 1890 by Schenectady Loco. Works; renumbered 241; rebuilt to dummy No. 10 in 1914; scrapped in 1932; shown switching a Manhattan warehouse, 1920. You don't see many photos like this.


OKM
4-5-15 New Passenger Station Hyde Park

(B) NEW STATION AND FOUR TRACKS, HYDE PARK

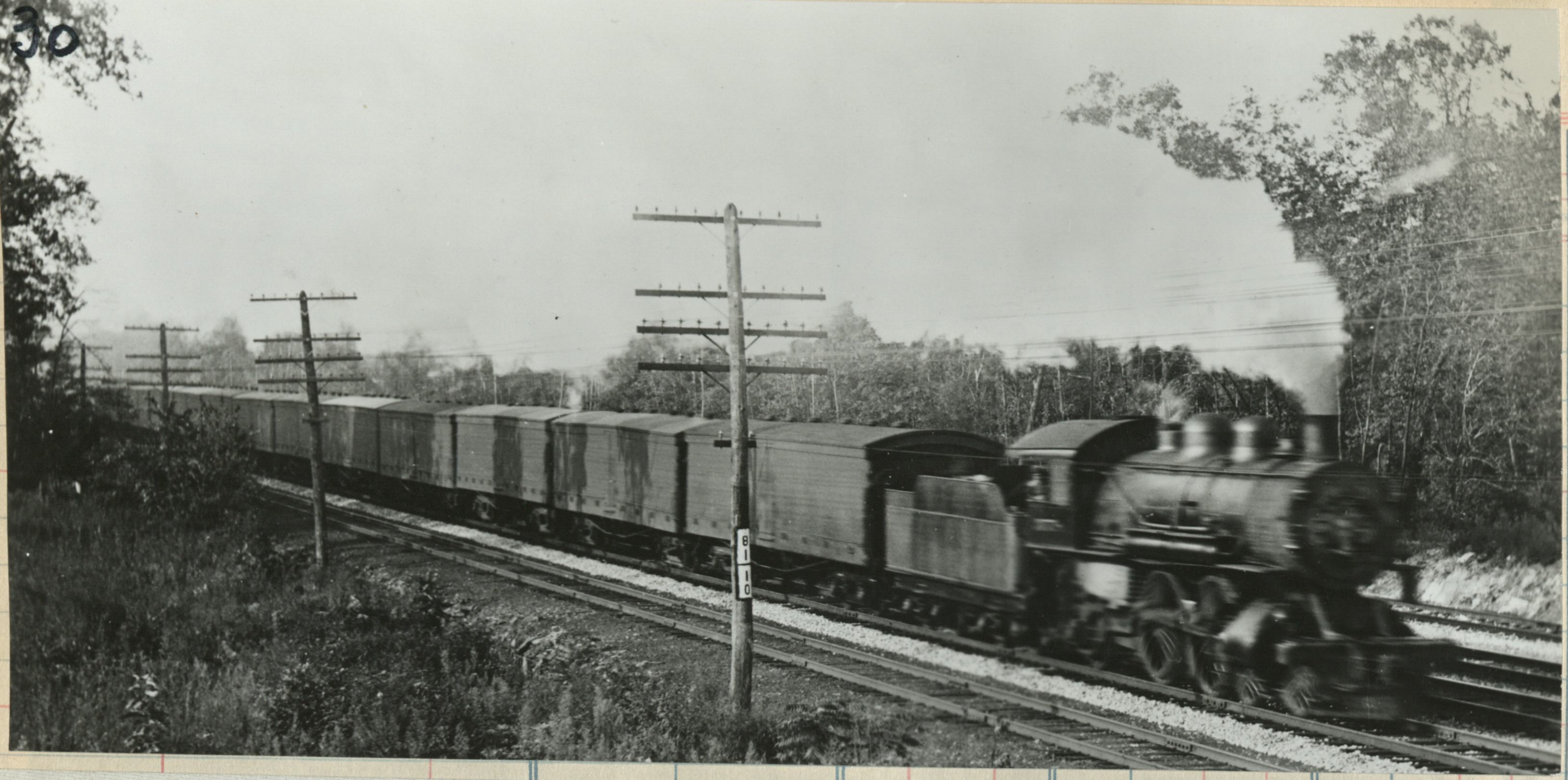

OKM
4-5-15 Staatsburg Station, Looking South

(C) SOUTH FROM STAATSBURGH STATION OKM

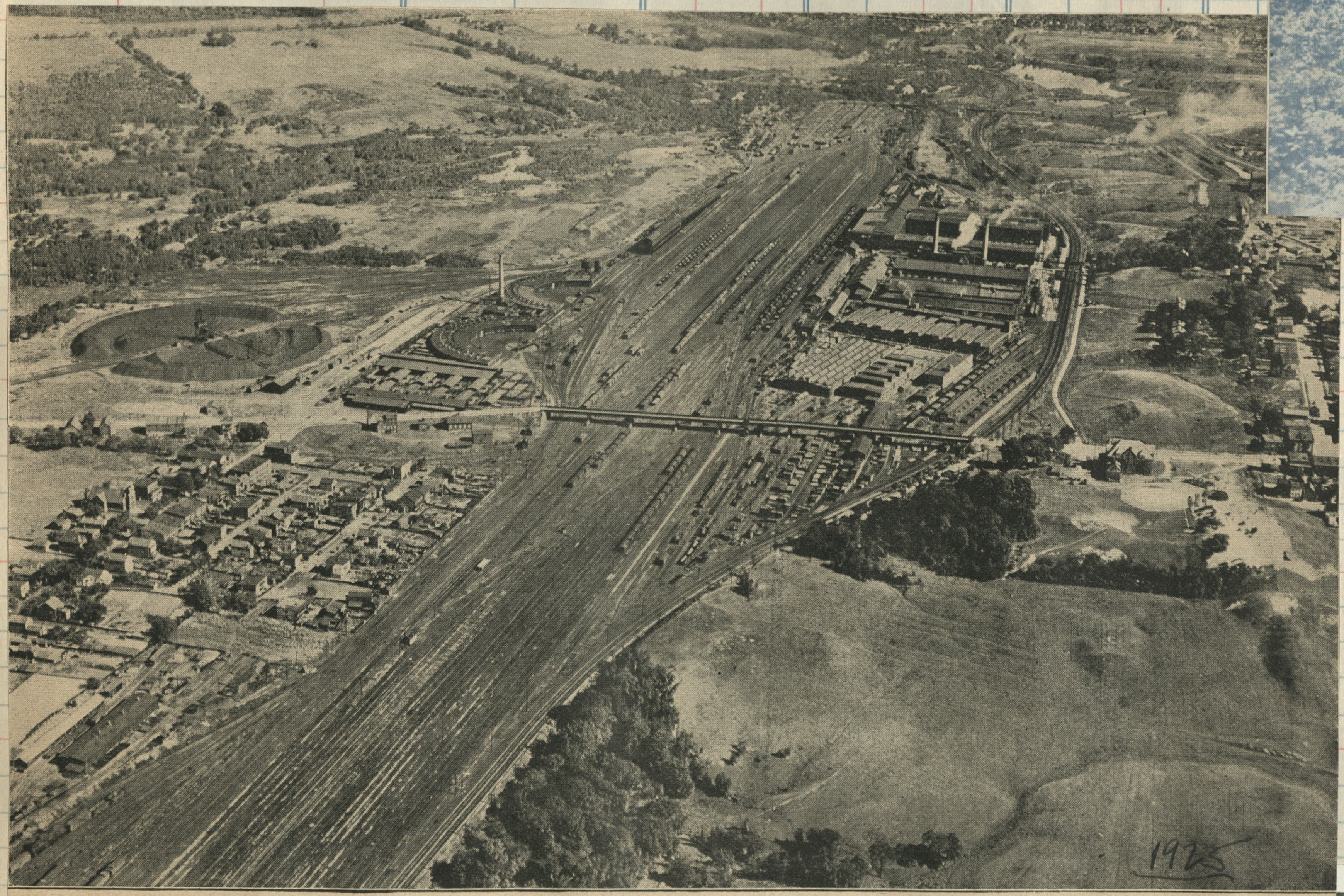

OKM
S. of Astors Tunnel Looking N. 3-15-13

(F) OLD AND NEW CONDITIONS NORTH OF RHINECLIFF

Improvements on the Hudson Division 1913-15



Eng 3775, one of the class I1 Atlantics built by Schenectady in 1907 c/n 44039, with train of empty milk cars westbound near Staatsburg in 1913.
Photo by N.Y.C. photographer W.G.Landon, collection Ed May.



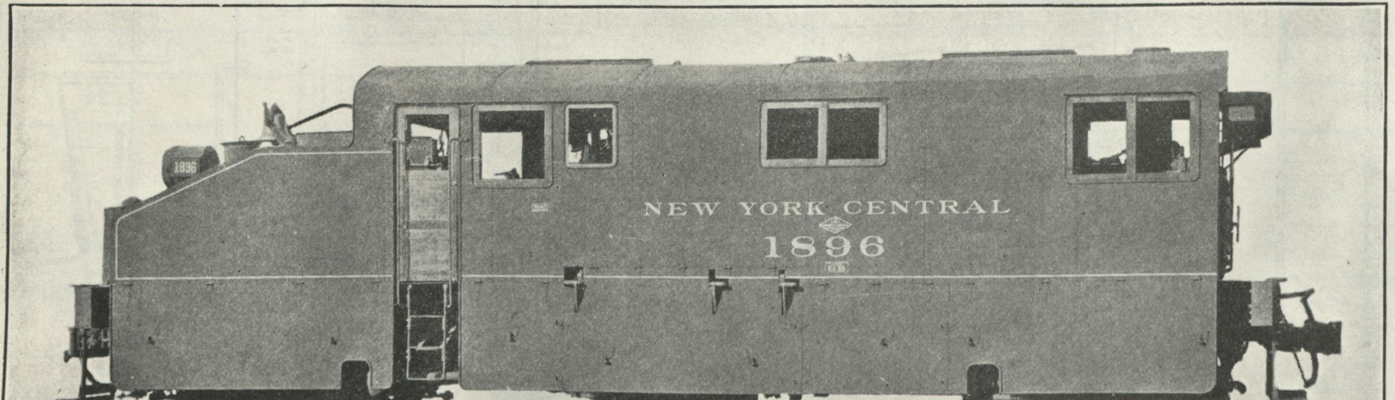
1925

©1925 by Hamilton Maxwell

THE WEST ALBANY YARDS OF THE NEW YORK CENTRAL

View taken about Black Rock Cut, looking ~~west~~, showing the yard in general. The buildings to the left-hand side are the Motive Power and Car Departments' shops and facilities. The West Albany Yard proper is in the center, and to the ~~lower~~ left-hand side are the engine terminal and coal stocking plant

The extensive shop facilities at West Albany. Located three miles west of Albany on 350 acres with the first buildings erected in 1854. In this view, looking east, c 1925, at the period of its greatest extent with W. P. Davis as Master Mechanic. Enginehouses had 79 stalls. Main line tracks are those at right of the buildings. Shops were closed in 1957 and buildings torn down.



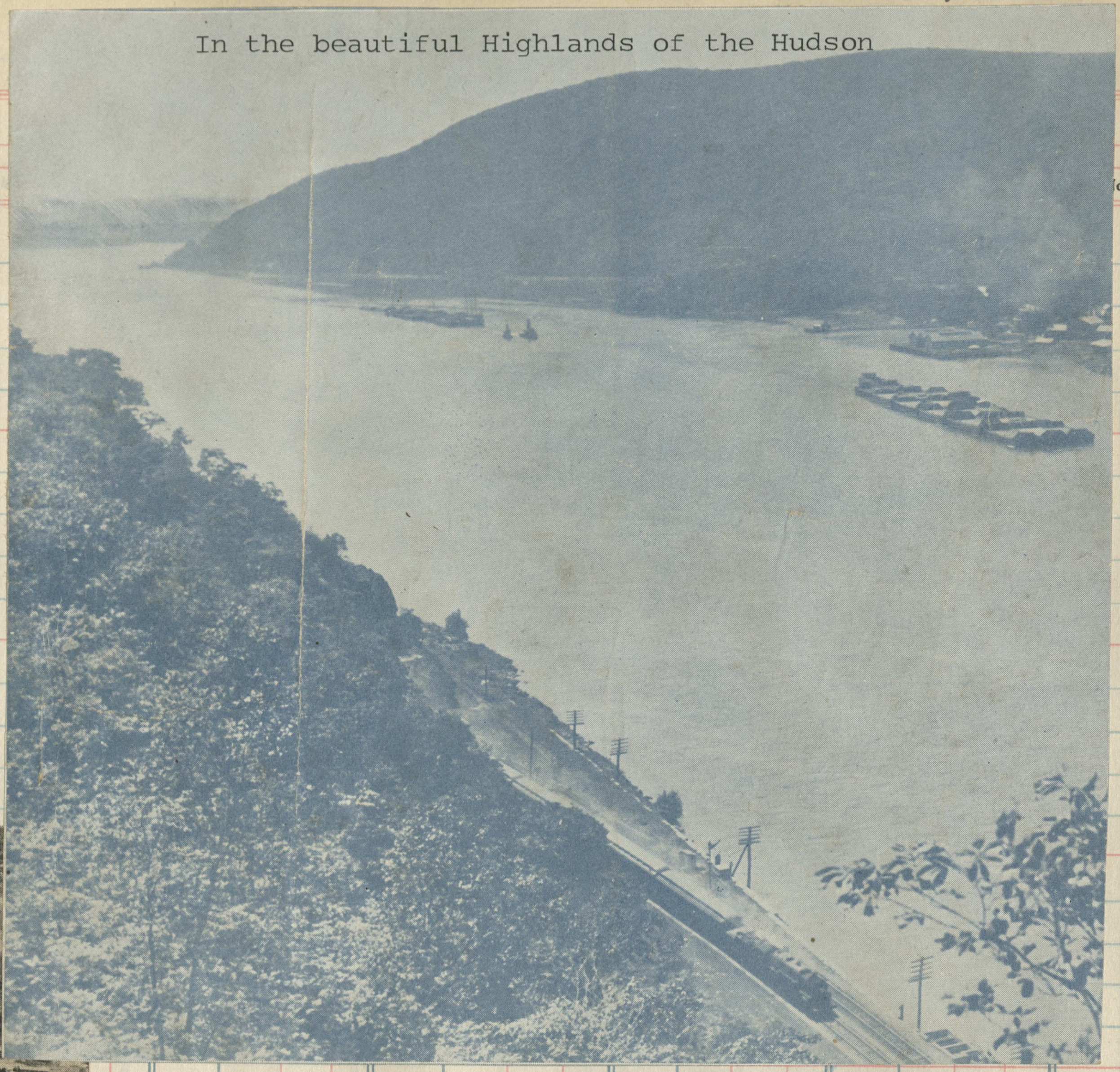
1896-1900 c/n 3235 LIMA 1923

Fig. 3086—Shay Geared Locomotive, Class 60, Housed in for Switching Service in New York City. Built for the New York Central by the Lima Locomotive Works, Inc.

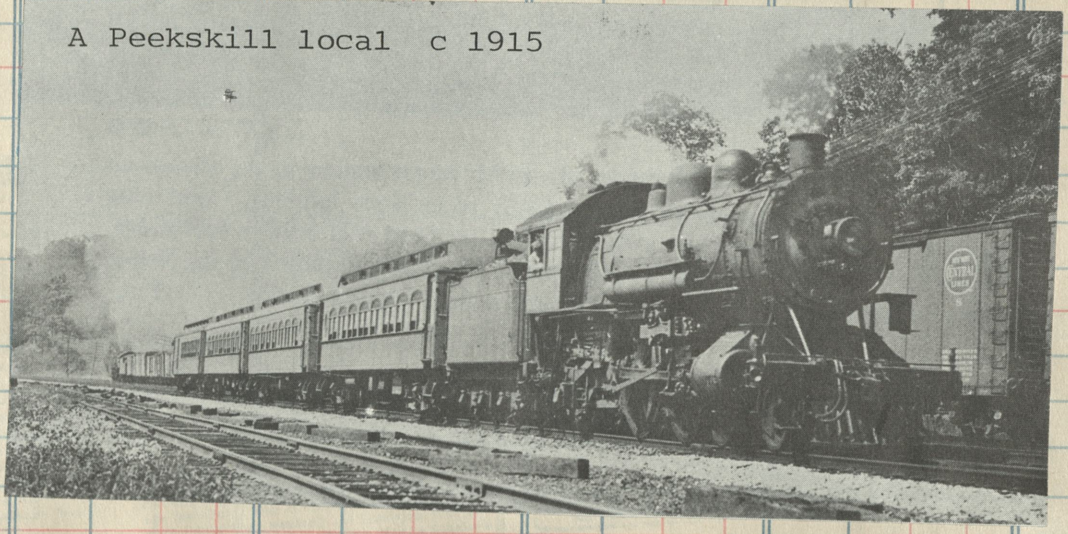
Cylinders	3 of 12 in. x 12 in.	Truck wheel base	4 ft. 8 in.
Trucks	2 of Four-Wheel	Total wheel base	33 ft., 3⅝ in.
Diameter truck wheels	36 in.	Heating surface	1,005 sq. ft.
Steam pressure	200 lb.	Grate area	28.5 sq. ft.
Tractive force	27,400 lb.	Weight	139,400 lb.

Clos. No. | Sold | Amount | Clos. No. | Sold

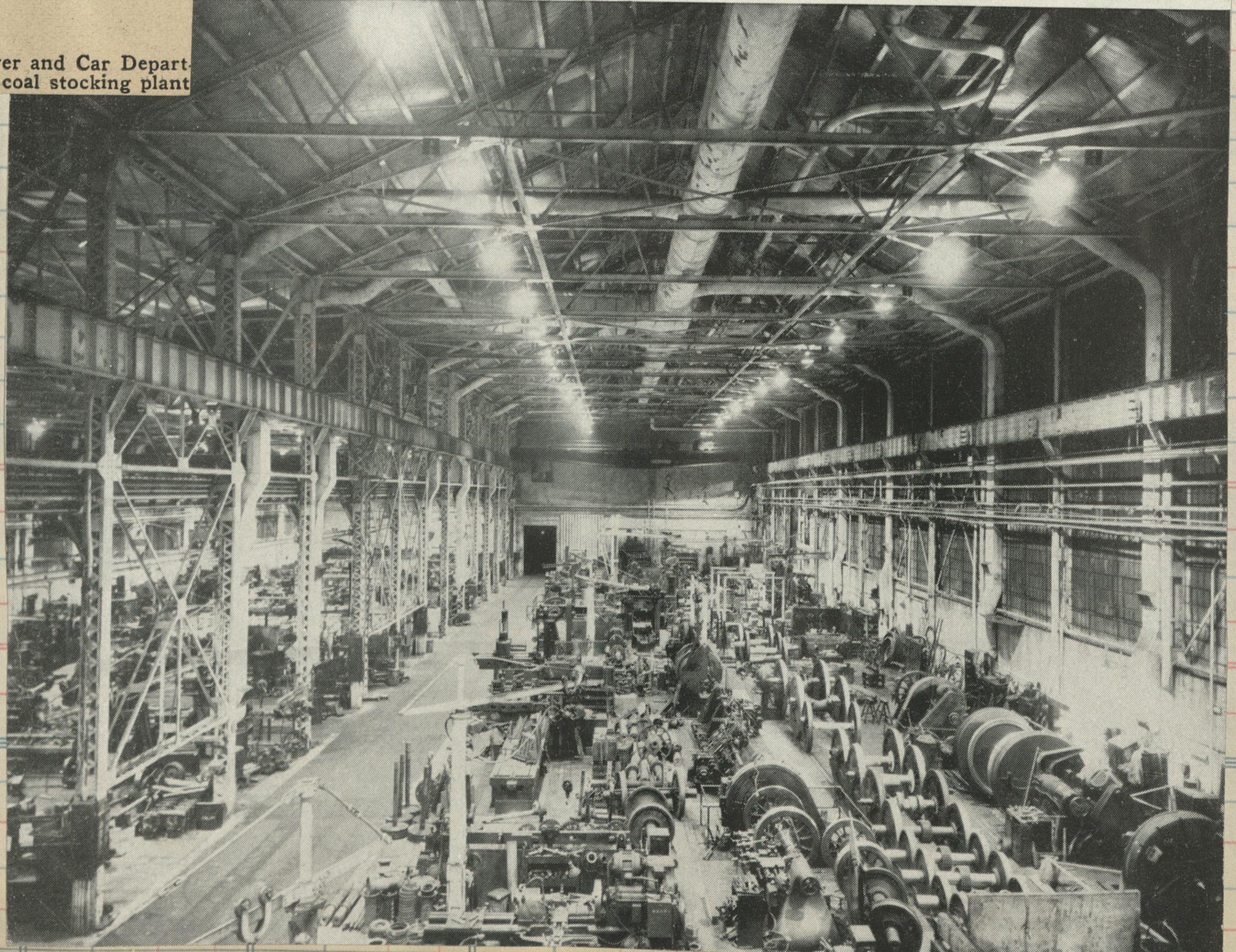
In the beautiful Highlands of the Hudson



A Peekskill local c 1915



Lathe bay-West Albany shops



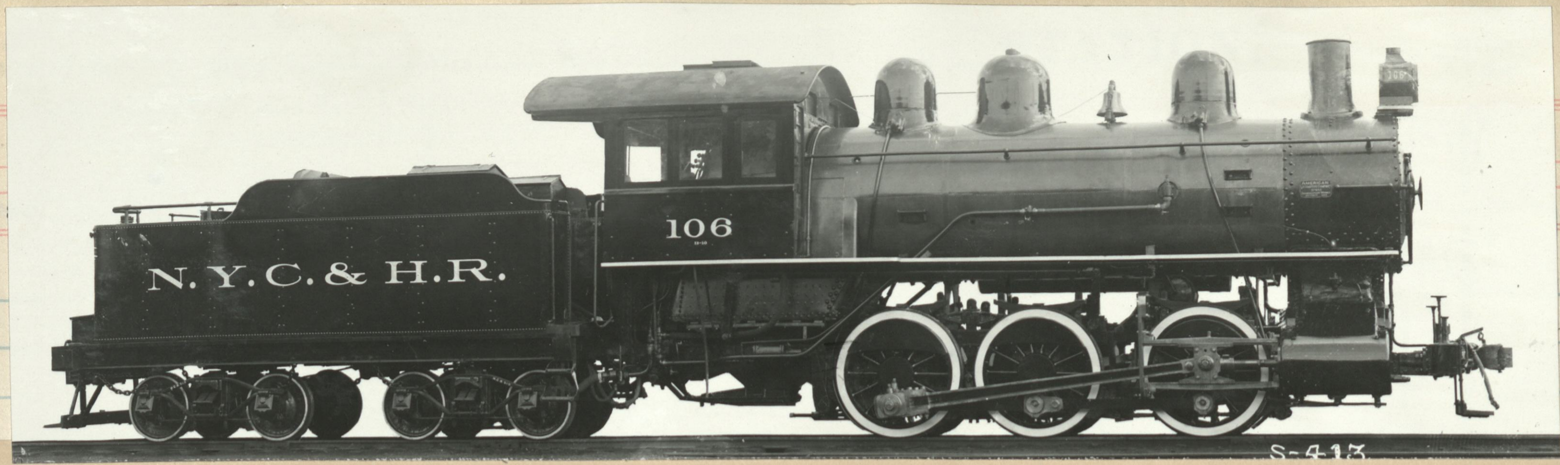
625 units

2-43 1000 bks. (Eureka 96728)
Printed in U. S. A.

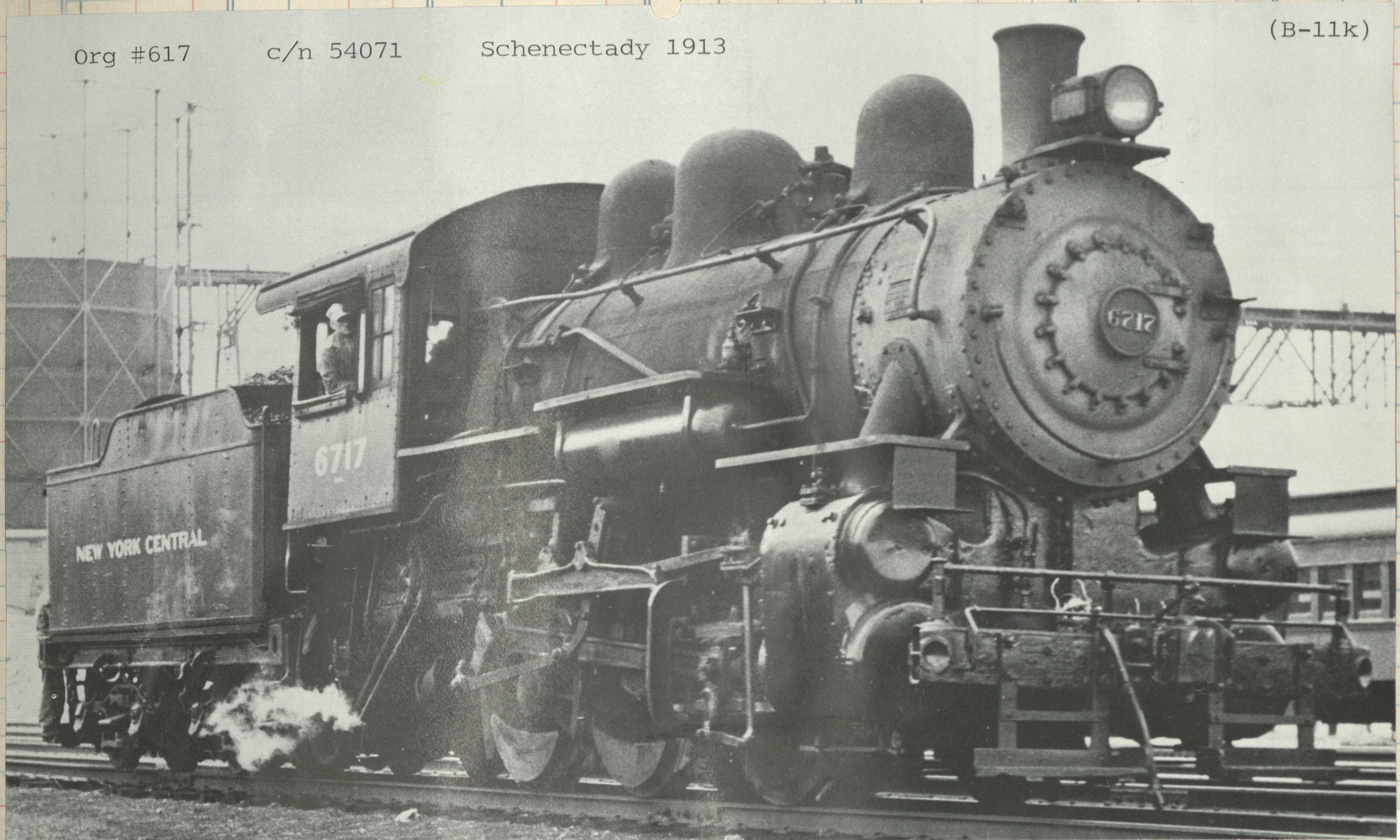
CUT HERE
To Make
Short Sheet

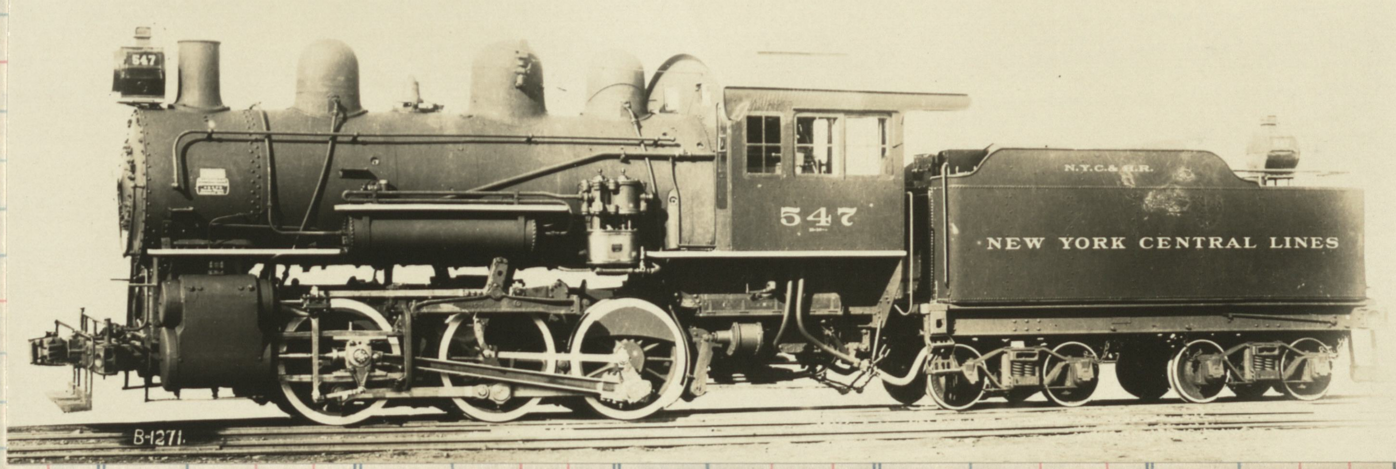
Amount No. Sold Amount Clos. No. Sold Amount Clos. No.

Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount

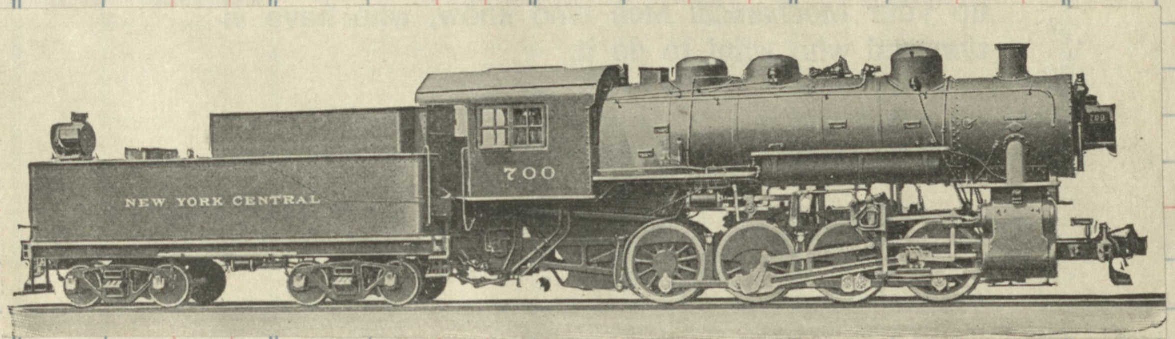

N. Y. C. & H. R.
106
S-413

This industrious six wheeler worked the gardens of the N.Y.C. for almost three decades. In 1905 Schenectady delivered twenty five, noed 100-124 class B-10b. [c/n 37950]. Between 1903 and 1913 625 similiar engines were ordered that made up the B-10 class, sub classes ranged from B-10a thru B-10x.

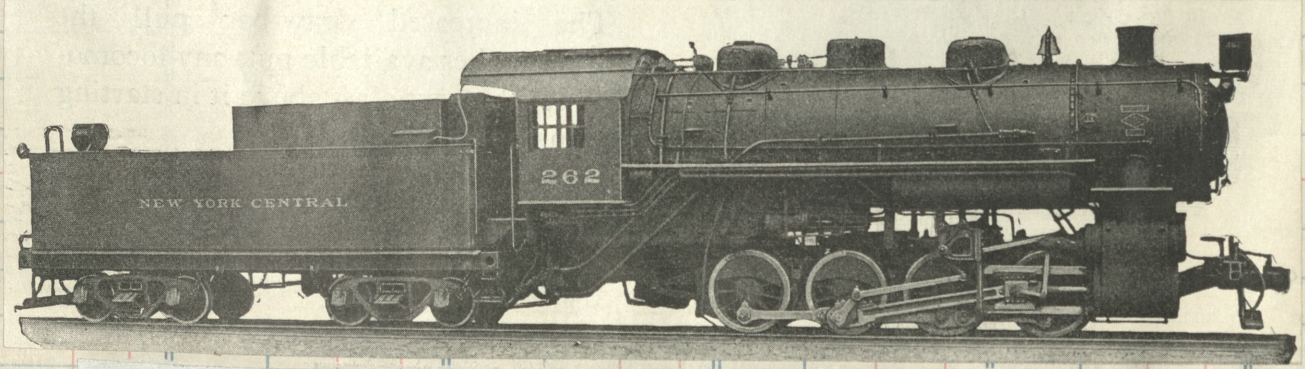

Org #617 c/n 54071 Schenectady 1913 (B-11k)
6717
NEW YORK CENTRAL
6717


547
N.Y.C.&H.R.
547
NEW YORK CENTRAL LINES
B-1271

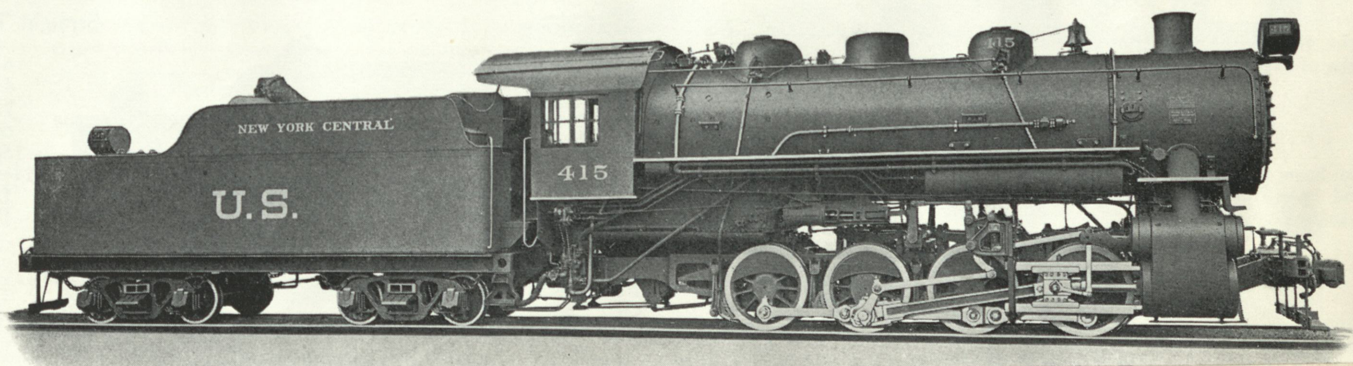
540-559 B-10u c/n 49436 Brooks 1911


NEW YORK CENTRAL
700

685-709 U-2b c/n 5410 LIMA 1917


NEW YORK CENTRAL
262

240-289 U-3b c/n 6065 LIMA 1921

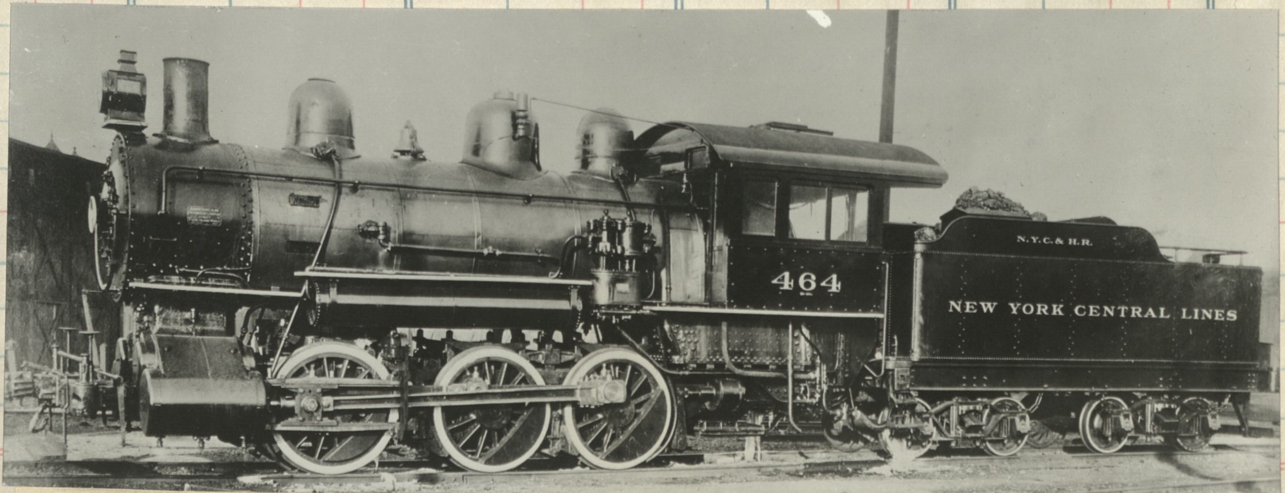

NEW YORK CENTRAL
U.S.
415

415-439 c/n 60085 Brooks 1918

175 Switchers like the above are equipped with Slope Sheet Coal Pushers

Renoed 7815-7839

Cylinders	25 x 28 in.	Fire box	102⅛ x 66¼ in.
Driving wheels, diameter	51 in.	Grate area	47 sq. ft.
Steam pressure	175 lbs.	Wheel base, driving	15 ft.—0 in.
Boiler diameter	78 9/16 in.	" " engine	15 ft.—0 in.
Tubes, length	15 ft.	" " " and tender	53 ft.—½ in.
" number	36—5½ in.	Weight, driving	214,000 lbs.
" "	230—2 in.	" engine	214,000 lbs.
Heating surface, tubes	1,796 sq. ft.	" tender	167,900 lbs.
" " fire box	190 sq. ft.	Tender capacity, water	8,000 gals.
" " flues	773 sq. ft.	" " coal	16 tons
" " arch tubes	18 sq. ft.	Maximum tractive power	51,000 lbs.
" " total	2,777 sq. ft.	Factor of adhesion	4.19
" " superheater	637 sq. ft.		


N.Y.C.&H.R.
464
NEW YORK CENTRAL LINES

450-474 B-10d c/n 41047 Rhode Island 1906-07

1300 c/n 54238 Schenectady 1913

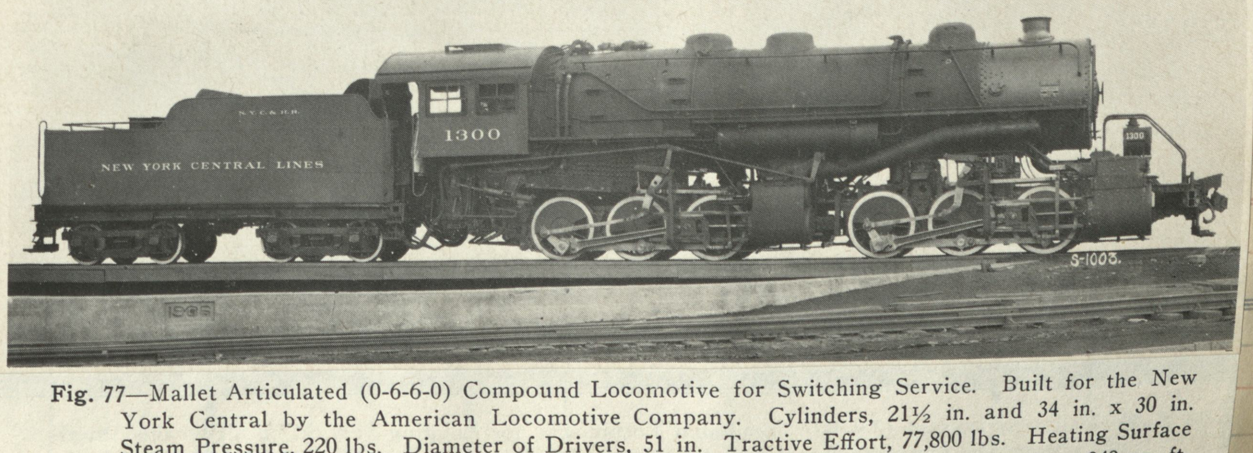
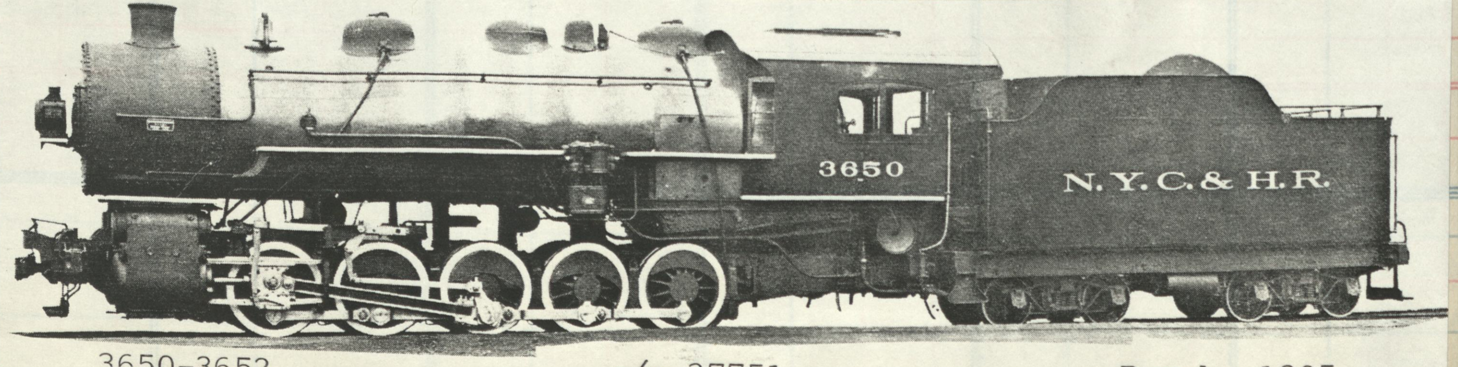

N.Y.C.&H.R.
NEW YORK CENTRAL LINES
1300
S-1003

Fig. 77—Mallet Articulated (0-6-6-0) Compound Locomotive for Switching Service. Built for the New York Central by the American Locomotive Company. Cylinders, 21½ in. and 34 in. x 30 in. Steam Pressure, 220 lbs. Diameter of Drivers, 51 in. Tractive Effort, 77,800 lbs. Heating Surface —Tubes, 3,980.7 sq. ft.; Firebox, 265 sq. ft.; Total, 4,245.7 sq. ft.; Superheater Surface, 948 sq. ft. Grate Area, 53.6 sq. ft. Wheel Base—Driving, 10 ft. and 10 ft.; Total, 30 ft. 8 in. Weight on Drivers, 348,000 lbs. Total Weight of Engine, 348,000 lbs. Fuel, Soft Coal.



3650-3652 c/n 37751 Brooks 1905

"I've been using a Hamilton for fifteen years and have always been able to rely on it."

CONDUCTOR JAMES C. WIER of the New York Central Lines is in charge of a train that makes very important connections with trains on other railroads.

Conductor Wier, through his thirty-one years of service, has worked most of the time as a passenger conductor. Fifteen years ago he selected a Hamilton as the watch that would give him real time service.

You, too, will find in the Hamilton the answer to your perplexing time problems. With a Hamilton, you are prepared to time any train on any railroad, always sure that your watch is "right."

Most railroad men prefer the Hamilton No. 992. This model betters the most rigid time inspection requirements, and with proper care will serve you for many years.

Ask your jeweler to show you Hamilton railroad grades the next time you pass his shop. He will tell you, just what your co-workers will tell you, that the Hamilton is the most dependable, the most accurate, and the most economical watch you can buy.

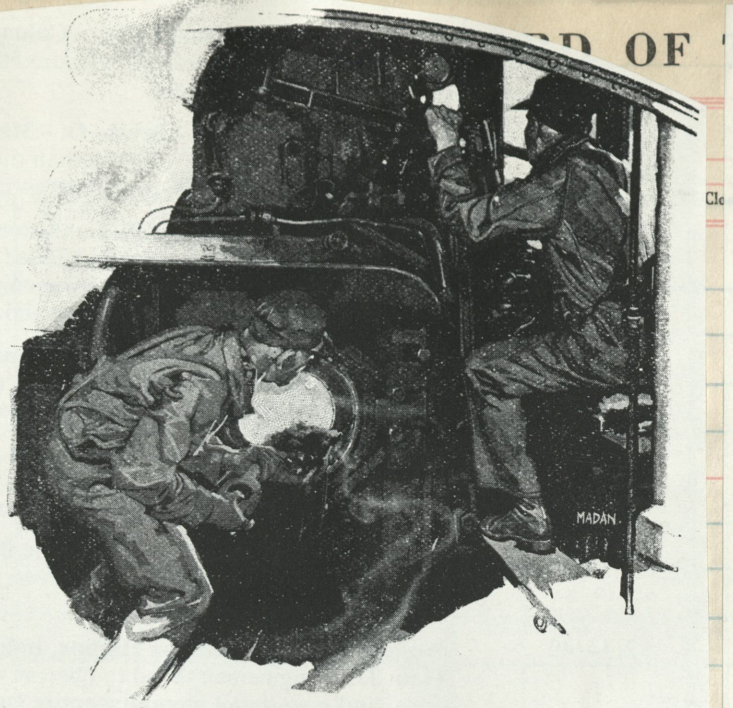
For other than time inspection service, we recommend the Hamilton No. 974, which gives you Hamilton quality in a watch of lower price than regular railroad grades.

HAMILTON WATCH COMPANY
LANCASTER, PENNA., U. S. A.

1924

Hamilton Watch
"The Railroad Timekeeper of America"

Send for a copy of our booklet, "The Timekeeper."



"A railroad man's railroad"

FROM the ranks, New York Central men rise by merit through positions of greater and greater responsibility.

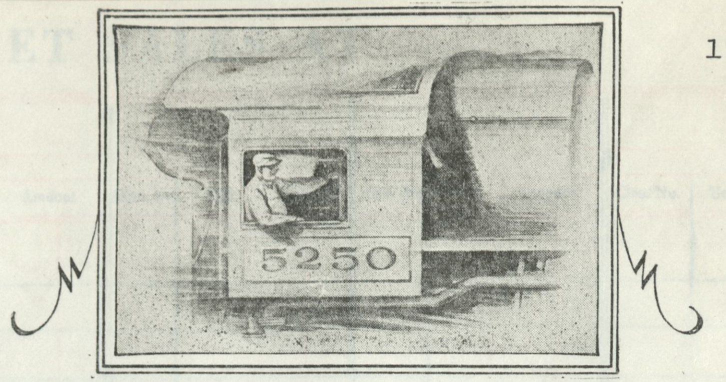
Ability, industry and character are the sole tests of promotion, and they are applied all the way up the ladder to the highest executive positions.

Because of the rigid application of this democratic process of selection, the New York Central has built up a morale that railroad men throughout the country regard as a model.

New York Central standards of public service have been developed on the solid foundation of individual opportunity.

NEW YORK CENTRAL LINES
BOSTON & ALBANY—MICHIGAN CENTRAL—BIG FOUR—PITTSBURGH & LAKE ERIE
AND THE NEW YORK CENTRAL AND SUBSIDIARY LINES
General Offices—466 Lexington Ave., New York

1928



An added SAFEGUARD for New York Central trains

First route between Chicago and the East to be protected by the Automatic Electric Train Stop

THE increasing safety of travel is one of the outstanding developments of recent railroad history. To this achievement New York Central has contributed in no small measure.

The entire main lines of the New York Central from Chicago to Croton-on-Hudson, New York, and the Boston & Albany from Albany to Boston, are now equipped with the Automatic Electric Train Stop. Installations of this device have also been completed on the Michigan Central from Chicago to Detroit, on the Pittsburgh & Lake Erie from Pittsburgh to Youngstown and on parts of the Big Four.

New York Central established a special engineering committee 24 years ago to investigate automatic train stopping devices. This committee has been continuously at work since then, examining and testing hundreds of devices. Nearly a million dollars has been spent in this research work.

Eighteen years after the beginning of the New York Central investigation, the Interstate Commerce Commission issued its first orders for the installation of train stopping devices on certain high-density traffic routes. Two years ago New York Central Lines completed the installation required by the Commission, and then went ahead on a voluntary program of extensions.

Installation of Automatic Electric Train Stop on the New York Central Lines now covers 2025 locomotives, 1682 miles of road, and 4766 miles of track—30 per cent of all track so equipped in the United States. The cost of the work to date is $4,631,000.

The Automatic Electric Train Stop supplements the Automatic Electric Block Signal. If an engineman does not respond to a signal, his train is automatically stopped by the regular "service" brakes.

In the 19-hour run of the Twentieth Century Limited between Croton-on-Hudson and Chicago, for example, there are 905 automatic block signals, and at every one of these points the automatic stopping device stands ready to replace the engineman's hand.

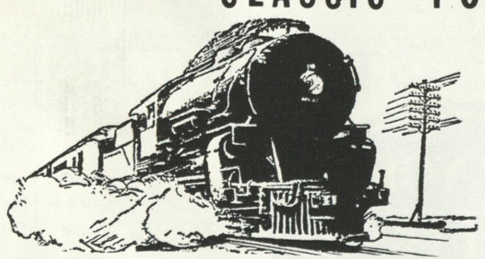
Altogether on the New York Central Lines there are 5243 such points where the electrical machine is ready to stop the train.

The completion of the entire steam mileage between Chicago and the two Atlantic seaboard terminals gives New York Central the distinction of being the first American railroad to provide this added protection on one of the great through routes between the East and the West.

CLASSIC POSE IN STEAM'S HEYDAY

by Adrian Buyse

NEW YORK CENTRAL SYSTEM

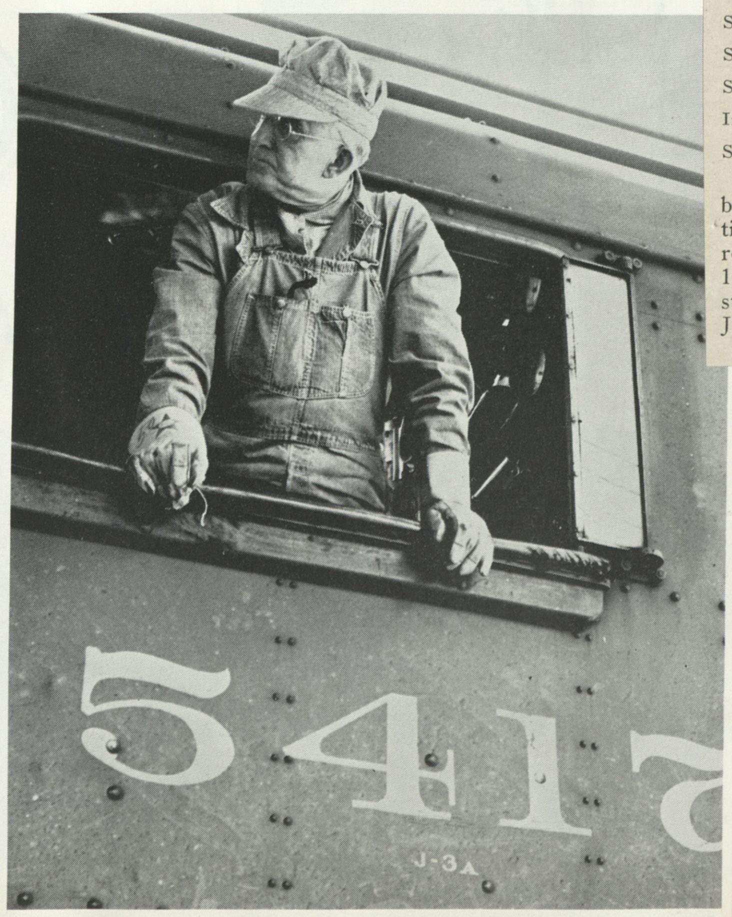


Symbolic of the role of the engineer in the zenith of steam is this photograph of Engineman Orrin D. Hopkins waiting impatiently for the highball to start No. 50, the Empire State Express, from the station stop at Rochester, N.Y. on June 9, 1939.

Exemplifying the great tradition of railroading in the early days of this century is the part played by one family of railroad men on the New York Central. "Orrie", as he was known on the Syracuse Division, began his career on the Central in 1889, was promoted to engineman in 1902, and retired in 1940 after fifty-one years of service. Before him, his father, also a Syracuse Division engineman, had entered the service in 1876, retiring in 1914. At one time the elder Hopkins and five of his sons were employed on the Syracuse Division, four in engine service, and two in train service.

Six in one family is an unusual tribute to the lure of the rails in those days to attract men to an adventuresome vacation. Nor did the call stop with "Orrie's" immediate family. There were, in addition, eighteen great uncles, uncles and second cousins who served careers on the New York Central.

Prominent in Union circles, "Orrie" was the Griever for Lodge 334, Brotherhood of Locomotive Firemen and Enginemen, of which he became local Chairman in 1897, and General Chairman from 1902-1919. Then elected Vice-President of the Brotherhood he served until 1931 in this post when he returned to engine service.



New York Central Spends $14,000,000 for New Equipment

The New York Central System has placed orders for approximately $14,000,000 of new equipment needed to carry the heavy volume of traffic resulting from the war emergency. Purchases comprise 25 heavy freight steam locomotives, 2 Diesel-electric passenger locomotives, 30 Diesel switching locomotives and 2,500 freight cars. Deliveries are expected to begin in August of this year. Orders for the new equipment were placed as follows:

LOCOMOTIVES

25—4-8-2 type, heavy freight steam locomotives—Lima Locomotive Works.

2—4000-hp. Diesel-electric passenger locomotives—Electro-Motive Corporation.

10—600-hp. Diesel switching locomotives—Electro-Motive Corporation.

17—660-hp. Diesel switching locomotives—American Locomotive Company.

3—660-hp. Diesel switching locomotives—Baldwin Locomotive Works.

FREIGHT CARS

1,100—40½-ft., 55-ton box cars—Despatch Shops, Inc.

500—52½-ft., 70-ton gondola cars—Despatch Shops, Inc.

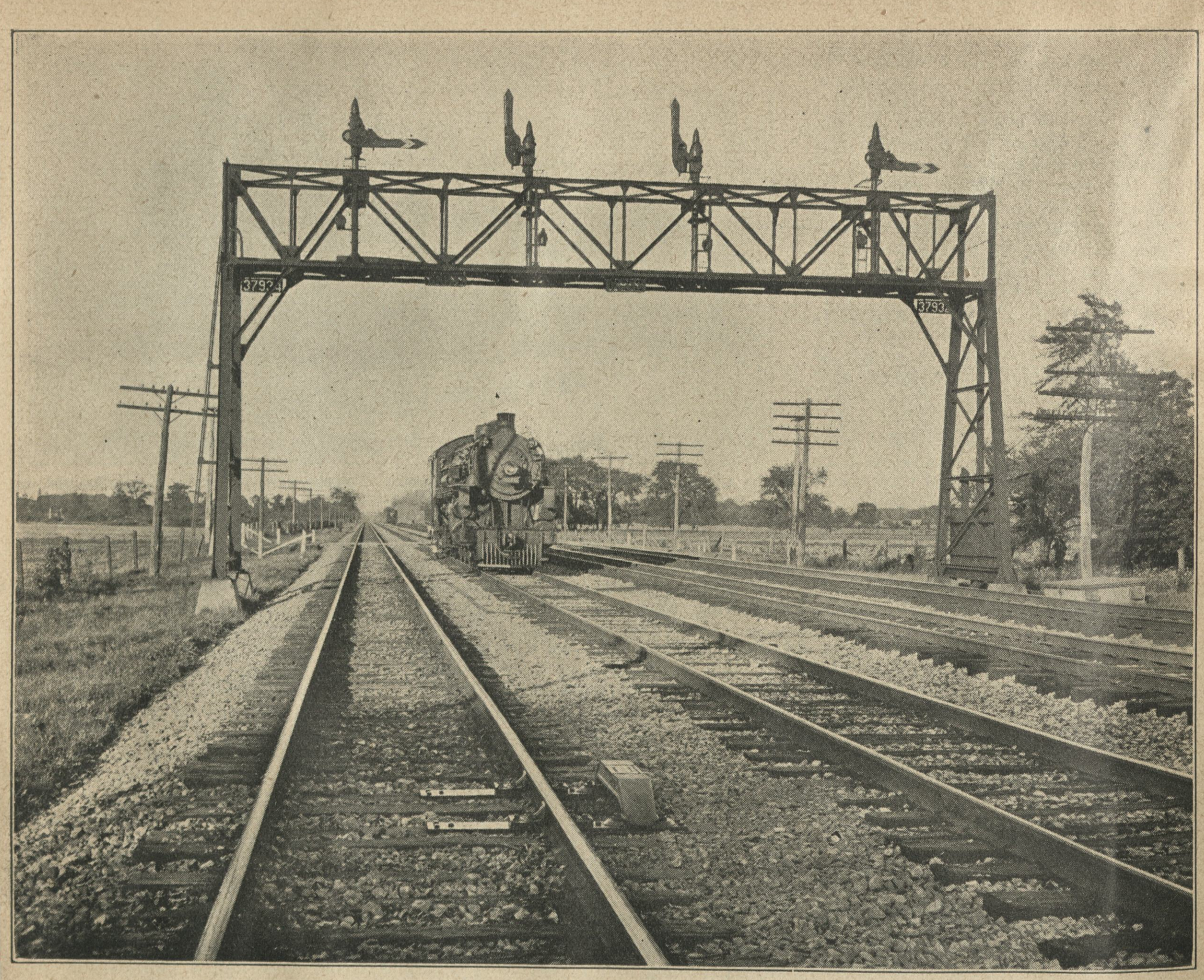
100—65½-ft., 70-ton gondola cars—Despatch Shops, Inc.

300—52½-ft., 70-ton flat cars—Despatch Shops, Inc.

500—55-ton self-clearing hopper cars—Despatch Shops, Inc.

The intended purchase of a large number of steam and Diesel-electric locomotives and freight cars by this railroad was reported in the *Railway Age* of January 10, and the inquiry for the 25 4-8-2 type steam locomotives in the *Railway Age* of January 24.

2/21/42



An inductor, one of the instruments used in the train control device, in a typical position on the track.

1923

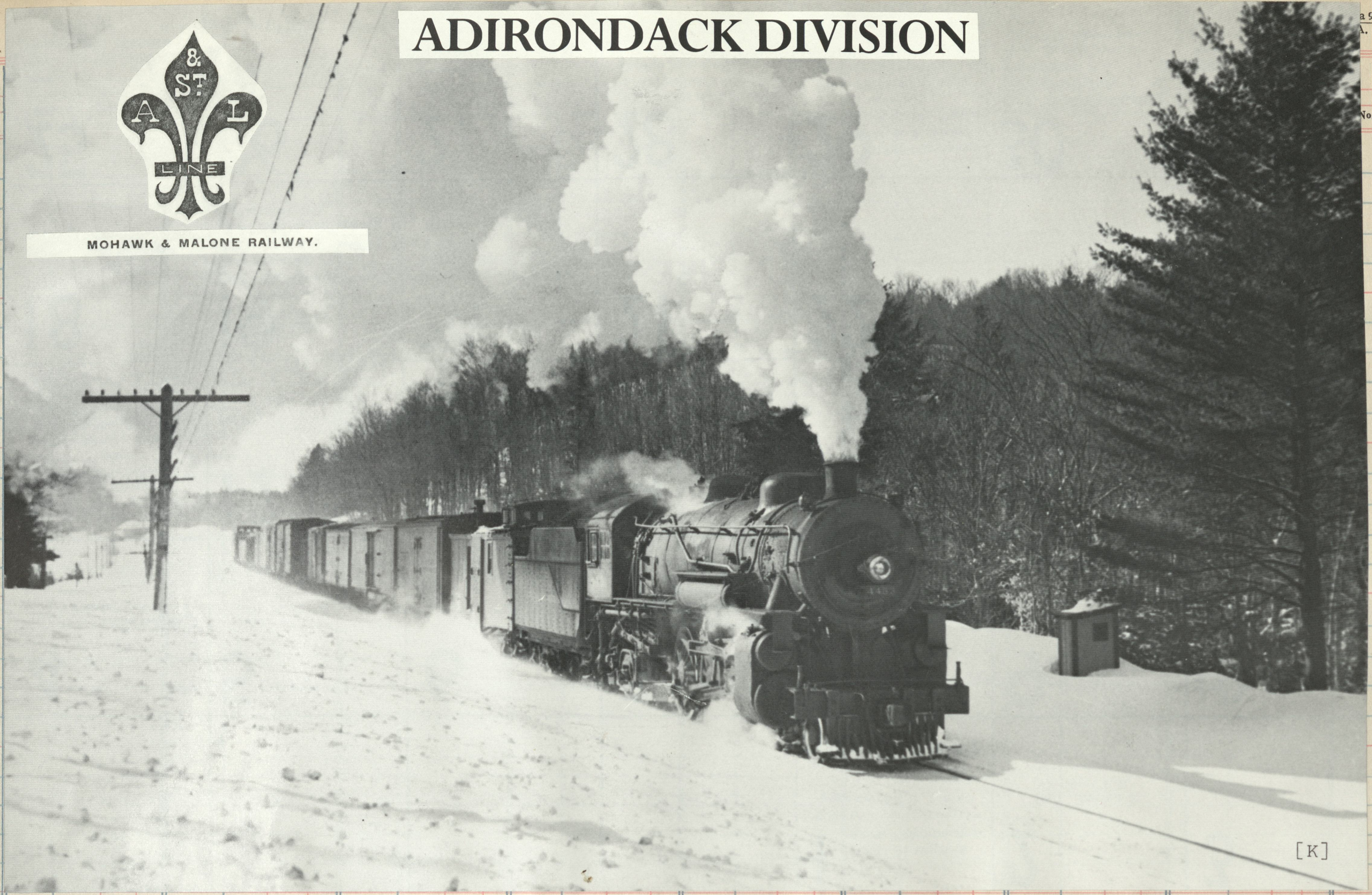
The New York Central's "Service-Progress" Special

Clss. No. Sold Amount

ADIRONDACK DIVISION

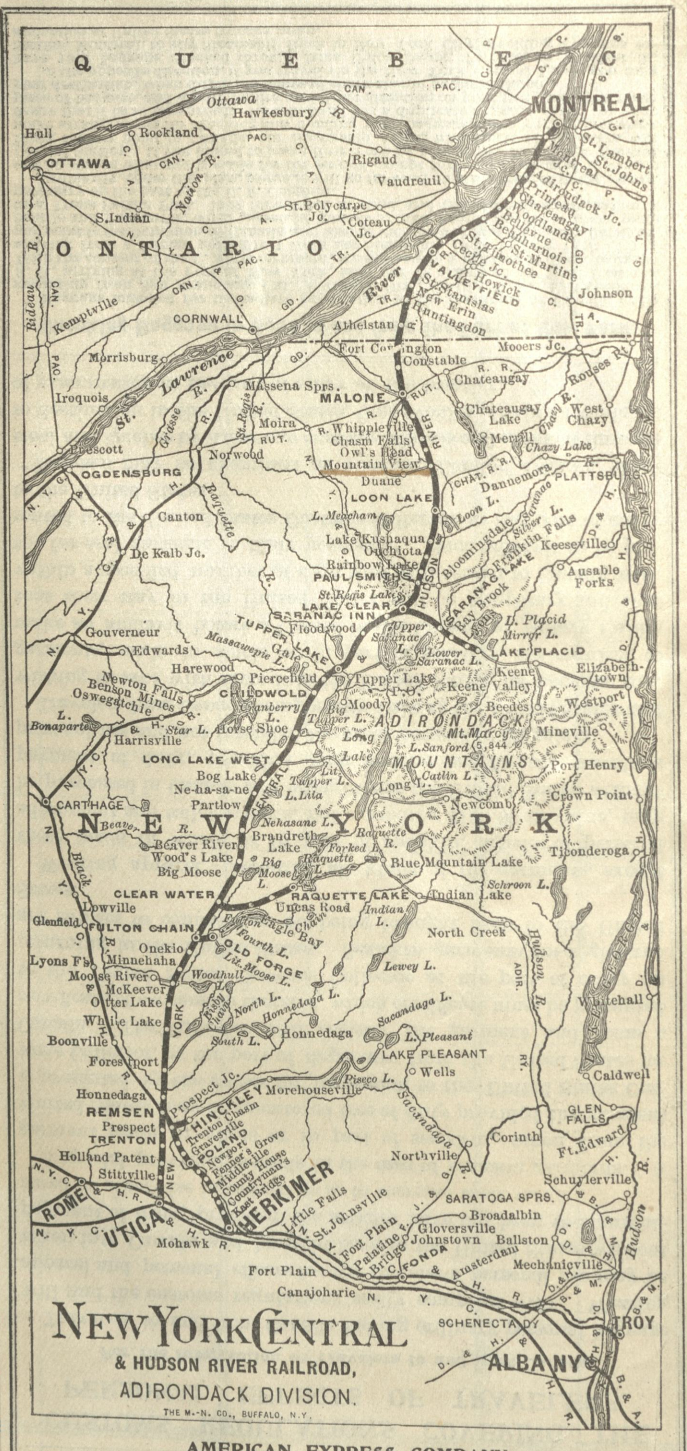
A & St. L LINE

MOHAWK & MALONE RAILWAY.


[K]

Flanger
X-732
behind
the
tank.

The Adirondack Division was unique for the New York Central in that it was a mountain railroad! Here in the depth of winter Trn RM-1 is being handled by K-11c Pacific #4453 just north of Saranac Inn station. The date February 26, 1940.



NEW YORK CENTRAL
& HUDSON RIVER RAILROAD,
ADIRONDACK DIVISION.
THE M.-N. CO., BUFFALO, N.Y.

AMERICAN EXPRESS COMPANY.

Operating the express business upon all lines of the New York Central & Hudson River Railroad, has unexcelled facilities for transporting parcels, baggage, merchandise, valuables, etc., between all points with speed and safety. Rates always as low as those of any other responsible express.

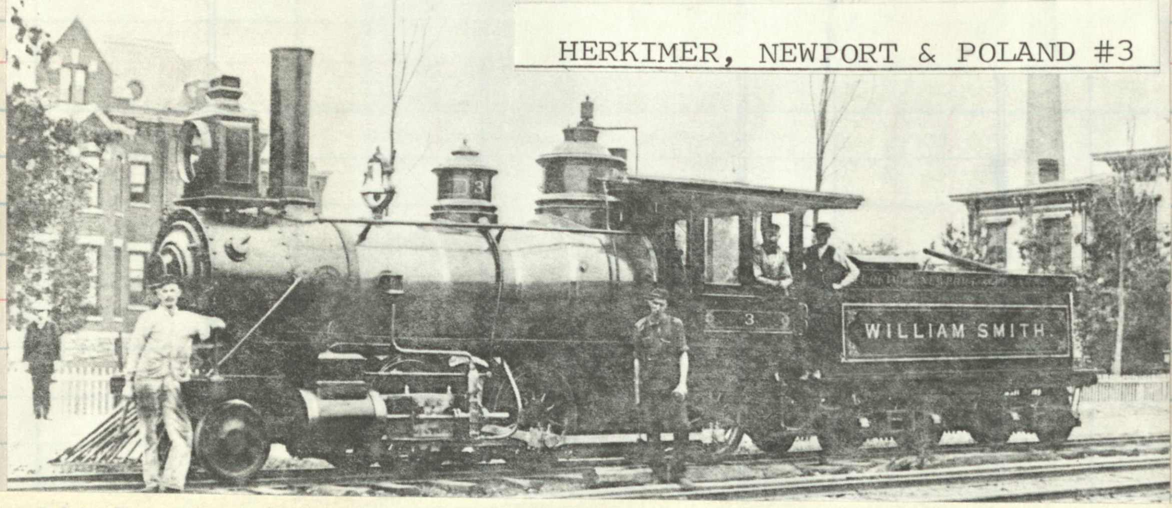
A telephone call to the company's nearest office will promptly bring its wagons to collect shipments for any part of the world.

J. 12-22-05. 14M.

1905

18

HERKIMER, NEWPORT & POLAND #3



Blt by Baldwin 1878, c/n 4286, as Georgia Land & Lbr Co "J.C.Anderson" 42" gauge. Sold to HN&P in 1888 and noed #3 "Wm Smith". Reblt by Schen to s.g. 1892 to A&StL #3. Later was C.V. #12, #4.

Adirondack & St. Lawrence R'y

TIME TABLE NO. 1.

Daily Stages From Middleville for Fairfield; From Newport for Norway; From Poland for North Gage, Cold Brook and Gray.

To Take Effect at 12:01 a. m., Monday, Aug. 31, 1891.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY.

All trains on this line may be required to do both freight and passenger service.

TRAINS MOVING NORTH.							TRAINS MOVING SOUTH.		
5 MAIL.	3 MAIL.	1 MAIL.	Miles		STATIONS.	Miles	2 MAIL.	4 MAIL.	6 MAIL.
P. M.	P. M.	A. M.					A. M.	P. M.	P. M.
5.10	12.25	7.10	0	Lv	HERKIMER. Ar.	17	9.20	3.40	7.25
5.17	12.32	7.16	2	"	*NORTH HERKIMER. "	15	9.11	3.32	7.16
5.21	12.35	7.19	3	"	*KAST BRIDGE. "	14	9.08	3.27	7.13
5.26	12.40	7.21	4	"	*DEMPSTER'S. "	13	9.05	3.22	7.08
5.30	12.45	7.24	5	"	*COUNTRYMAN'S. "	12	9.02	3.17	7.04
5.37	12.52	7.29	7	"	*COUNTY HOUSE. "	10	8.56	3.10	6.57
5.45	1.00	7.35	9	"	MIDDLEVILLE. "	8	8.50	3.00	6.50
5.50	1.05	7.39	10	"	*JONES' CROSSING. "	7	8.40	2.50	6.45
5.55	1.10	7.42	11	"	*FENNER'S GROVE. "	6	8.36	2.47	6.42
6.05	1.20	7.50	13	"	NEWPORT. "	4	8.30	2.40	6.35
6.10	1.25	7.56	15	"	*SHERMAN QUARRY. "	2	8.23	2.32	6.32
6.20	1.35	8.05	17	AR.	POLAND. Lv.	0	8.15	2.25	6.25

All trains moving south have the absolute right of track over trains of the same class, moving in the opposite direction.

Trains must run carefully through Herkimer yard, speed not to exceed eight miles an hour.

All trains run daily except Sunday.

*Denotes stations at which trains do not stop, except on signal.

EDWARD M. BURNS,
General Manager.

JAMES MACBETH,
Acting Superintendent.

The first time table issued after the HN&PNG was changed over to standard gauge. (Railway Hist. Soc. of Northern New York)

ADIRONDACK DIVISION.—WINTER SCHEDULE 1905-06.

"AMERICA'S GREATEST RAILROAD"

NEW YORK CENTRAL
& HUDSON RIVER
R.R.

THE GREAT SIX-TRACK TRUNK LINE OF AMERICA

ADIRONDACK DIVISION.

TIME OF TRAINS

TO AND FROM

THE ADIRONDACK MOUNTAINS, MONTREAL, OTTAWA AND QUEBEC.

NEW YORK CENTRAL LINES

For Pullman, Parlor and Sleeping Car Service see page 10.

A. H. SMITH,
General Manager.

C. F. DALY,
Passenger Traffic Manager.

GRAND CENTRAL STATION, NEW YORK.

FORM 110.

ADIRONDACK
& ST. LAWRENCE
LINE.

Photography by F. Ray McKnight [K]

Dr. William Seward Webb
Builder of the Adirondack Division

COMPLETE LOCAL TIME TABLE OF TRAINS ON ADIRONDACK DIVISION

Between UTICA, MALONE and MONTREAL.

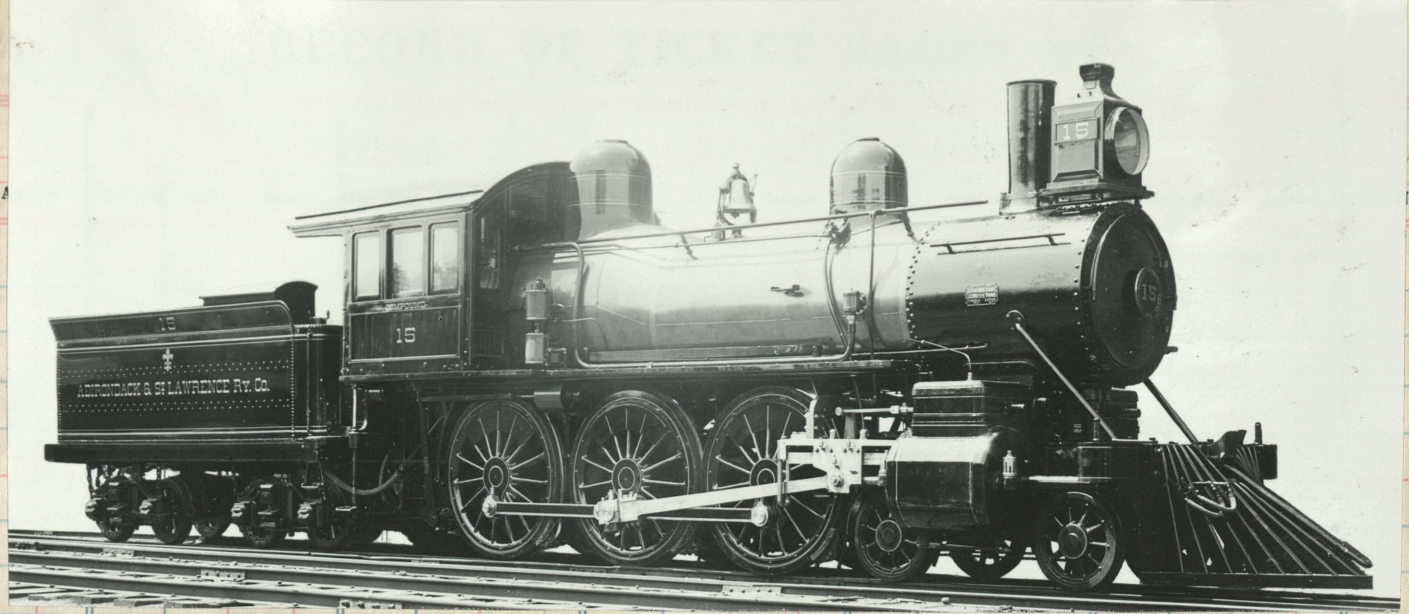
SCHEDULE OF NOVEMBER 5, 1905. REVISED DECEMBER 22, 1905.

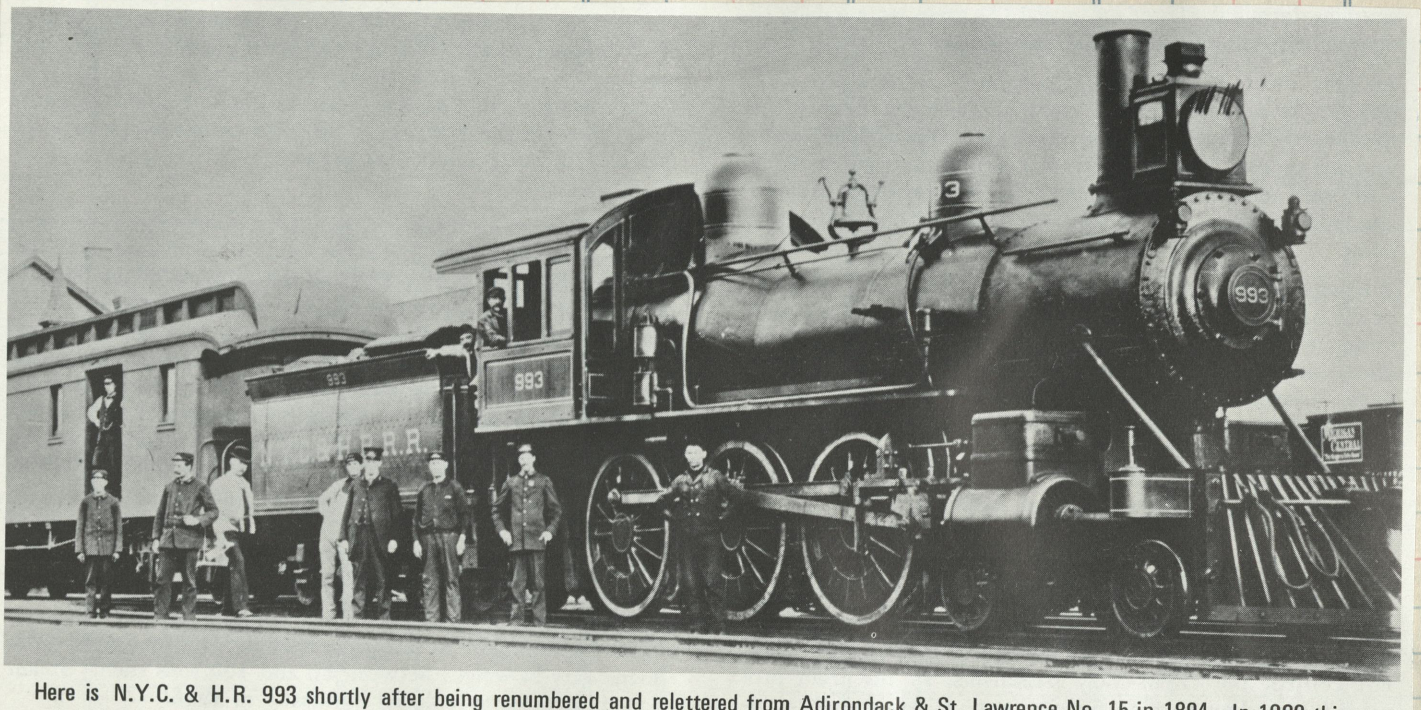
NORTH-BOUND—READ DOWN. SOUTH-BOUND—READ UP.

Mixed Passenger and Freight			PASSENGER.				Miles (See Note)	STATIONS.	Feet above Sea Level.	Distance between Stations.	PASSENGER.			Mixed Passenger and Freight.		
685	691	681		73	E 651	655					654	E 650	72	680	690	682
P. M.	A. M.	A.M.		A.M.	A. M.	P. M.					A. M.	P. M.	A. M.	P.M.	P. M.	A.M.
				¶12 10	†8 30	*7 30	0.0	Lv. New York (G.C.Sta.) Ar.			*8 56	†10 00	12 23			
				12 24		7 44	4.2	" New York 125th St. "			8 44		12 11			
				3 05		9 28	73.5	" Poughkeepsie "			6 48		9 55			
					10 30	10 30	148.9	" Troy "			6 50	7 25	8 25			
				*8 15	11 13	11 05	142.9	" Albany "			5 10	6 57	7 40			
				8 46			159.9	Lv. Schenectady Ar.					7 11			
				10 24			223.5	Ar. Herkimer Lv.					5 33			
				10 44	12 52	1 20	237.5	Ar. Utica Lv.			3 00	5 02	†5 10			
					†6 02	*6 55		Lv. Niagara Falls Ar.			*9 45	10 12				
					7 15	8 00	0 0	" Buffalo "			8 35	9 30				
					8 50	9 50	68.3	" Rochester "			6 45	7 39				
					10 40	11 40	148.8	Lv. Syracuse Ar.			4 45	5 55				
					11 51	1 02	201.9	Ar. Utica Lv.			3 20	4 29				
							215.9	Ar. Herkimer Lv.								
								Lv. Herkimer (Ad. Div.) Ar.								
		†7 00			†1 05	*1 25	0.0	Lv. Utica (Adk. Div.) Ar.	405		*2 55	†4 15		†3 25		
SUNDAY ONLY.	Nos. 681, 685 and 691 are Mixed Trains and carry passengers in caboose cars.	8 30			2 01	2 20	21.3	Lv. Remsen Ar.	1200	21.3	2 15	3 40		1 30	Nos. 680, 682 and 690 are Mixed Trains, and carry passengers in caboose cars.	SUNDAY ONLY.
		f8 40			f2 08		25.2	" Honnedaga Lv.	1255	3.9		f3 31		f1 12		
		8 55			2 17	f2 34	29.2	" Forestport "	1215	4.0	f1 58	3 24		1 00		
		9 20			2 32	f2 48	36.1	" White Lake "	1430	6.9	f1 45	3 09		12 25		
		f9 35			f2 44		41.1	" Otter Lake "	1565	5.0	f1 35	f2 58		12 00		
		9 50			2 52	f3 02	42.7	" McKeever "	1540	1.6	f1 31	2 52		11 54		
		f10 04			G3 00		47.3	" Minnehaha "	1705	4.6		H2 42		f11 40		
		f10 10			G3 03		48.5	" Onekio "	1740	1.2		H2 39		f11 35		
		11 10			3 15	3 25	51.5	" Fulton Chain "	1712	4.2	1 15	2 33		11 25		
		11 45			3 29	f3 36	57.6	" Clearwater "	1752	6.1	f12 58	2 14		9 50		
		12 20			3 42	f3 49	62.7	" Big Moose "	2034	5.1	f12 48	2 04		9 20		
		f12 32			f3 49		67.1	" Wood's Lake "	1875	4.4		f1 54		f9 05		
		12 45			3 58	f4 05	71.3	" Beaver River "	1692	4.2	f12 28	1 44		8 50		
		f			G		75.1	" Brandreth Lake "	1721	5.0		H		f		
		1 27			f4 16	f4 23	81.4	" Ne-ha-sa-ne Priv. Sta. "	1787	5.1	f12 07	f1 27		8 22		
		f1 41			f4 21		84.3	" Robinwood "	1760	2.9		f1 22		f8 12		
		2 10			4 30	4 35	88.4	" Long Lake, West "	1785	4.1	f11 53	1 15		8 05		
		2 40			4 40	f4 45	93.5	" Horse Shoe "	1738	5.1	f11 43	1 06		7 40		
		f3 09			f4 52	f4 56	100.4	" Childwold "	1720	6.9	f11 30	f12 55		f7 20		
		3 25			4 58	f5 01	102.9	" Piercefield "	1674	2.5	f11 24	12 49		7 10		
		3 50			5 06	5 09	107.3	Ar. Tupper Lake Lv.	1556	4.4	11 15	12 40		†6 45		
§5 35	†7 00				5 10	5 14	107.3	Lv. Tupper Lake Ar.	1556	4.4	11 12	12 36			4 50	8 45
	f7 20				f5 23	f5 27	115.1	" Floodwood Lv.	1585	7.8	f10 59	f12 23			f4 05	
	7 45				5 35	f5 40	122.1	" Saranac Inn Ar.	1615	7.0	f10 47	12 10			3 35	
	8 30				5 40	5 45	125.3	Ar. Lake Clear Lv.	1620	3.2	10 42	12 05			3 20	
	12 25				6 05	6 20	130.9	Ar. Saranac Lake Lv.	1560	5.6	10 10	11 35				
					8 25	11 35	140.9	" Lake Placid "	2000	10.0	2 10	8 00				
					2 10		140.9	Lv. Lake Placid Ar.				8 25				
	5 30				5 15	5 30	130.9	Lv. Saranac Lake Ar.	1560		11 00	12 25				
	8 30				5 45	5 55	125.3	Lv. Lake Clear Ar.	1620	3.2	10 33	12 00			3 20	
	8 52				5 54	6 05	130.3	" Paul Smith's Lv.	1695	5.0	10 25	11 51			3 00	f7 13
	f9 00				f5 58	f6 09	132.8	" Rainbow Lake "	1695	2.5		f11 45			2 45	
	f9 15					f6 14	136.1	" Onchiota "	1700	3.3					f2 32	
	9 24				f6 07	f6 18	138.1	" Lake Kushaqua "	1720	2.0	f10 12	f11 37			2 10	
	9 50				6 15	6 26	142.3	" Loon Lake "	1700	4.2	10 05	11 29			1 55	
f8 10	10 35				6 35	f6 46	153.8	" Mountain View "	1490	11.5	f9 44	11 08			1 10	f5 05
	11 03				6 43	6 54	156.4	" Owl's-Head "	1510	2.6	9 40	11 03			1 00	
	f11 13				f6 49	f7 00	159.1	" Chasm Falls "	1300	2.7		f10 49			f12 40	
	f11 30				f6 57	f7 07	162.9	" Whippleville "	1055	3.8		f10 38			f12 25	
8 55	11 50				7 06	7 16	166.9	Ar. Malone (Union Sta.) Lv.	730	4.0	*9 11	†10 27			†12 10	§4 00
			(See page 12 for Local Train Service St. L. & A. Ry.)		†7 10	*7 19	166.9	Lv. Malone (Union Sta.) Ar.	730	5.3	9 06	10 23				
					f7 20	7 28	172.2	" Constable Lv.	416	8.8	8 48	10 05				
					7 31	7 43	181.0	" Athelstan "	162	3.8	8 34	9 52				
					7 38	7 52	184.8	" Huntingdon "	155	6.7	8 26	9 45				
					7 50	8 03	191.5	" St. Stanislas "	146	5.4	8 13	9 32				
					8 04	8 15	196.9	" Valleyfield "	145	2.1	8 04	9 23				
					f8 10		199.0	" Cecile Junction "	139	3.3	f7 59	f9 17				
					f8 16	s8 23	202.3	" St. Timothee "	173	8.0	s7 54					
					8 31	8 34	210.3	" Beauharnois "	134	3.5	7 42	9 02				
					f8 38		213.8	" Bellevue "	102	2.0						
					f8 42	f8 44	215.8	" Woodlands "	107	2.0	f7 33	Z				
					8 47	8 50	217.8	" Chateaugay "	92	5.5	7 30	8 50				
					9 00	9 08	223.3	Ar. Adirondack Jc. Lv.	102	8.6	h	h				
					9 10	9 20	227.1	Ar. Montreal Jct. Lv.		3.8	7 10	8 30				
					9 20	9 30	231.9	Ar. Montreal (C.P.Ry.) Lv.		4.8	*7 00	†8 20				
					1 30	1 00		Ar. Ottawa (C.P.Ry.) Lv.			*3 10	*4 35				
					6 30	6 50		Ar. Quebec (C.P.Ry.) Lv.			*1 45	*11 30				
P.M.	A. M.	P. M.	A. M.		6A50	P5‡05	A. M.	Ar. Quebec (In'rc'l Ry.) Lv.			*12P45	†12A00	P. M.	A.M.	P.M.	A. M.

* Runs daily. † Daily, except Sunday. ‡ Daily, except Saturday. § Runs Sunday only. ¶ Daily, except Monday. k Runs Saturday only. Mixed trains will carry passengers in caboose cars. Stops on signal to discharge or receive passengers. s Stops Sunday. h Stops on signal only to receive passengers. z Stops Saturday only. Nos. 680 and 681 will stop on signal at Moulin Brandreth Lake and Pleasant Lake No. 652 will stop at Pleasant Lake Tuesday and Friday. E No free or reduced rate transportation accepted on this train between New York and Utica. G No 651 will stop on signal at Minnehaha Onekio, Brandreth Lake and Moulin to discharge passengers from Utica and stations beyond. H No 650 will stop on signal at Moulin, Brandreth Lake, Onekio and Minnehaha to receive passengers for Utica and stations beyond. NOTE.—To compute through mileage add distance to Utica to distance from that point.

o. Sold Amount





Here is N.Y.C. & H.R. 993 shortly after being renumbered and relettered from Adirondack & St. Lawrence No. 15 in 1894. In 1900 this ten-wheeler was renumbered 2025 and saw much service on the Gouverneur & Oswegatchie.

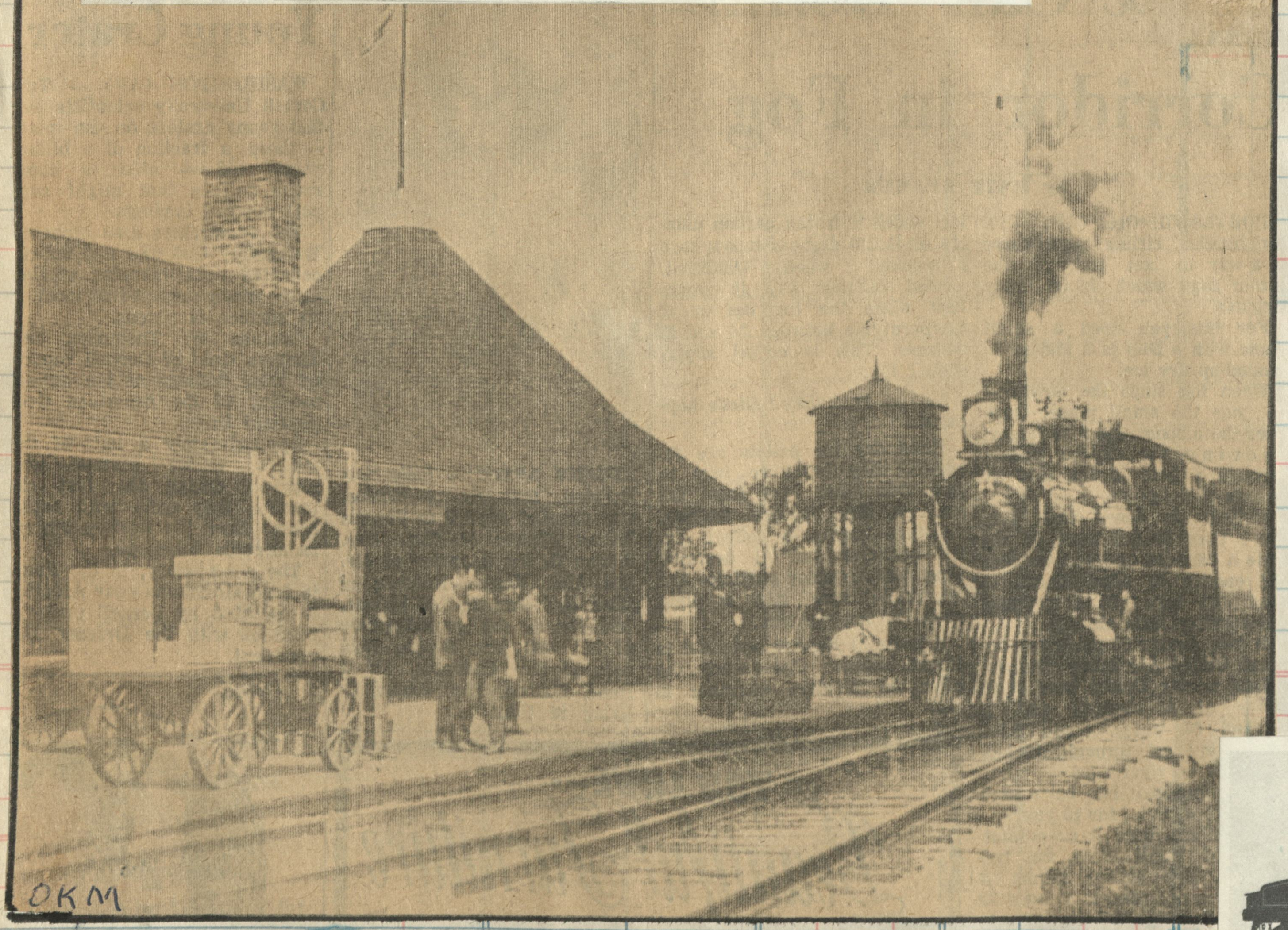
Thomas B. Annin Collection

In 1892 Schenectady delivered three (15-17) big compound Ten wheelers. The 15, c/n 3754, reblt simple by the NYC&HR and worked the Adirondack until replaced by the F-3 class.

OPEN FOR PASSENGER TRAFFIC.

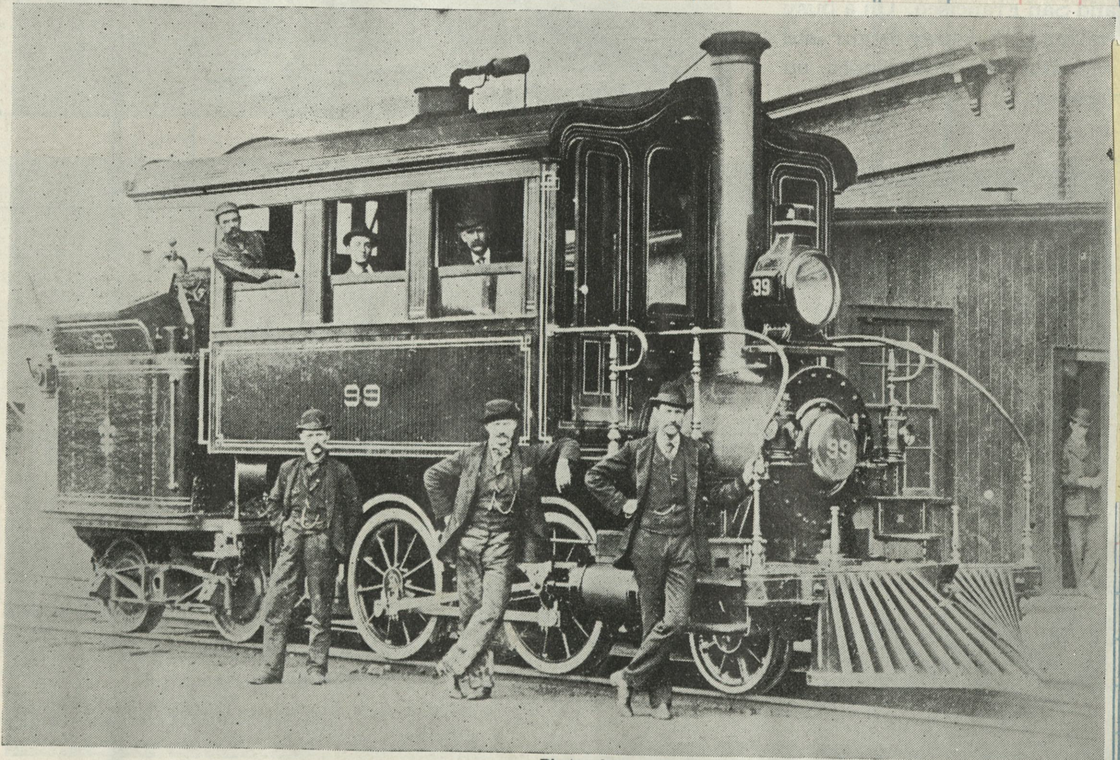
ADIRONDACK & St. LAWRENCE

RAILWAY



OKM

A southbound Adirondack & StLawrence passenger train is shown pulling up to the station at Malone. Photo would date about 1895 and the station would serve for the lifetime of the railroad.



Photos from collection of C. E. Fisher, 20 Wilde Dr., Waben 68. Mass.

A&StL Inspection pony #99, first as #4, built by Rhode Island 1878 c/n 710 as N. Y. Elevated Ry. #45

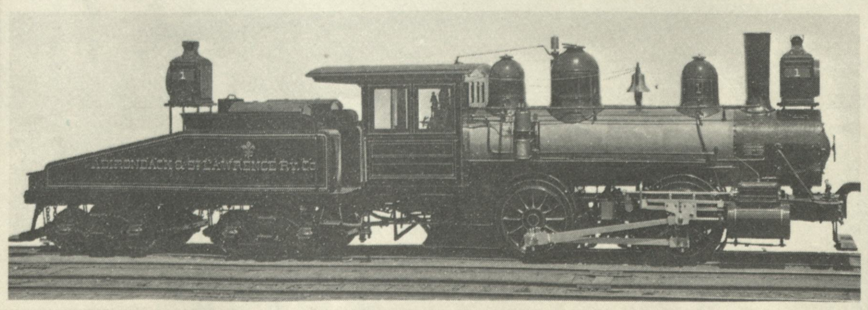
NOTE

Mr. Stindt:-

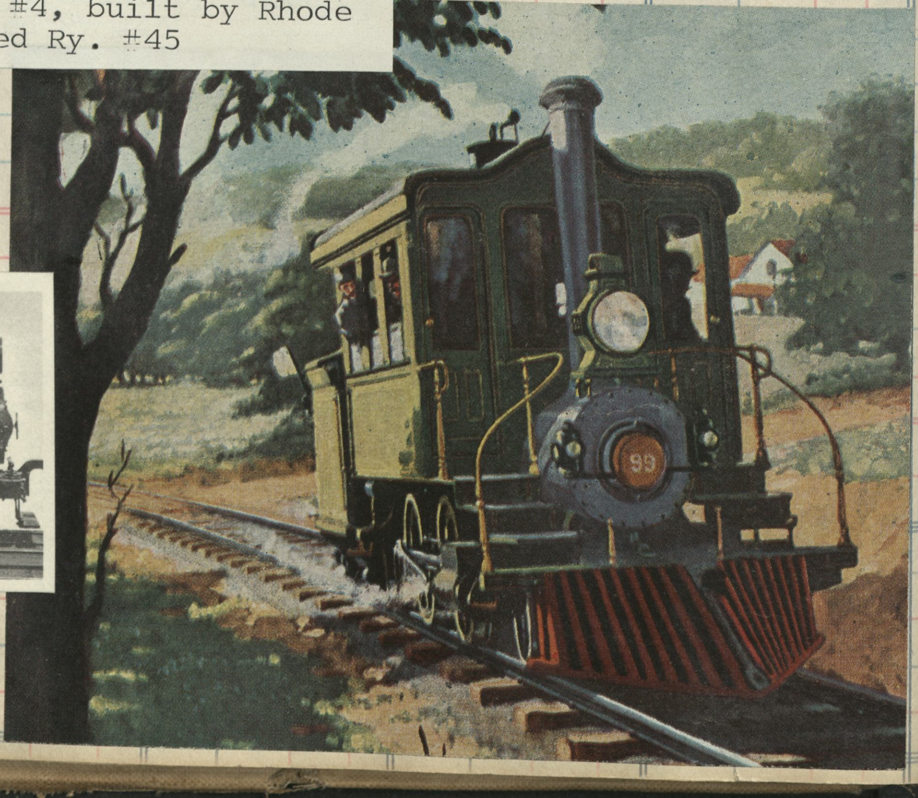
This is one of the photos Jacki Pryor wanted identified as was shown in the last R&LHS Newsletter [Bottom foto of the three shown on Pg. 3

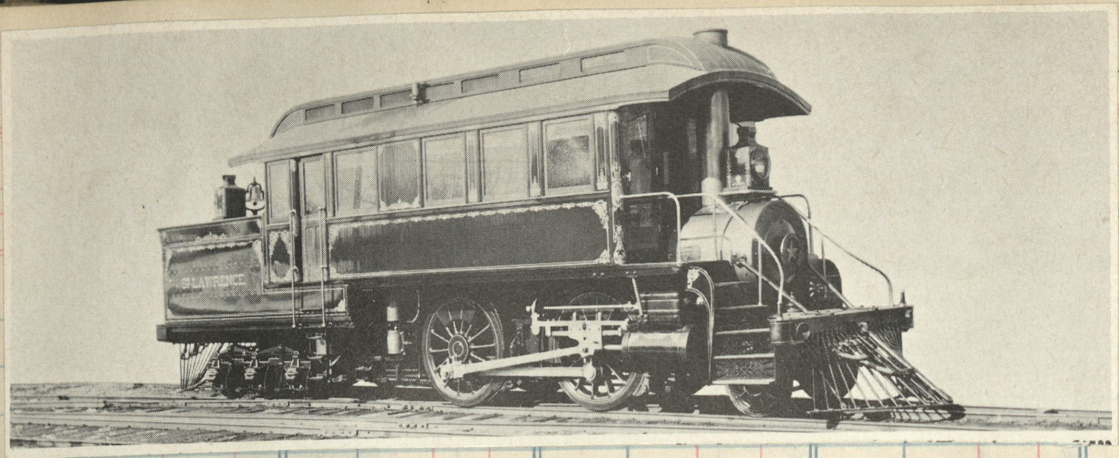
This was the first Inspection engine on the A&StL and used by Dr Webb during construction of the road.

Illustration below from a painting by Frederick Brakeslee



A&StL #1 Schenectady 1891 c/n 3510
Same year was sold to C.V. #211, then
Rutland #80, NYC #50, last Rutland #50





Dr. Webb's luxury was Inspection engines. This was the second one, "St Lawrence" blt at Schen, c/n 3639, 1892. To C.V. in 1896.

Romance of the
Railroad Era

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

189

ADIRONDACK DIVISION.

Ideal Route to all Adirondack Resorts---International Fast Line.

Solid Trains of Magnificent Vestibuled Coaches and Wagner Palace Sleeping Cars

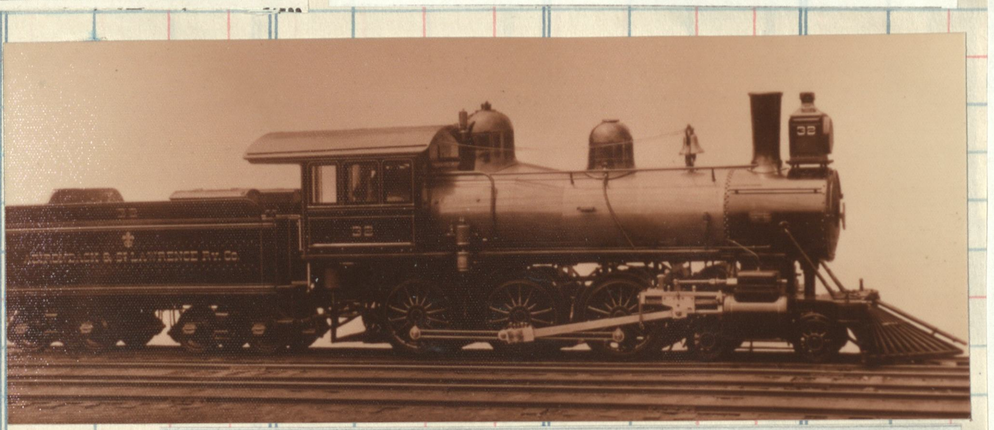
BETWEEN NEW YORK, MONTREAL AND OTTAWA.

Wagner Sleeping Cars betweeen NEW YORK and OTTAWA. Solid Day Trains between HERKIMER and MONTREAL. Wagner Buffet Drawing-room Car between ALBANY and MONTREAL.

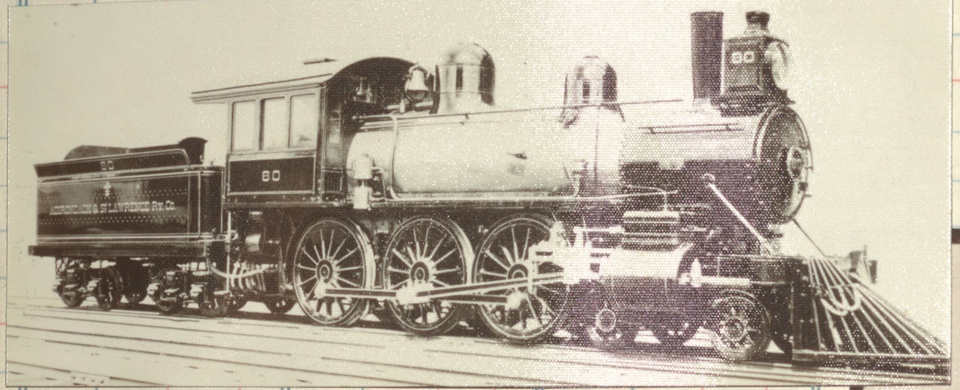
The Only First-class Standard Gauge Railway in the Adirondacks. The Entire Line Now Completed and in Operation.

MOHAWK & MALONE RAILWAY CO.

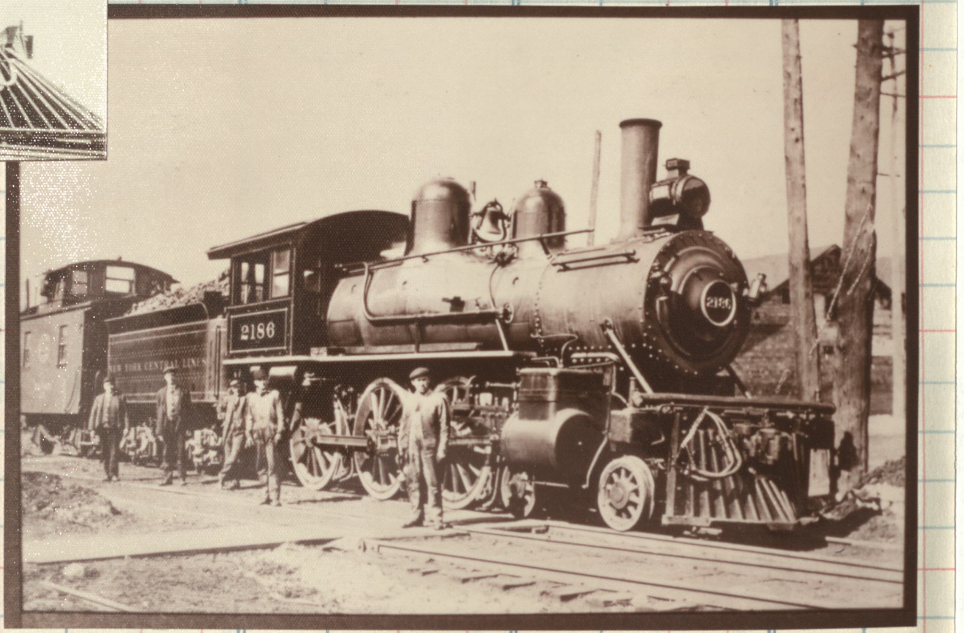
Adirondack & St. Lawrence Line



Ten 4-6-0's with 63" drivers were purchased in 1892 noed 30-39. The 32 was blt at Schenectady, c/n 3722, renoed C.V. #116, then #209.



#80 blt as a compound by Schenectady in 1892 c/n 3879. In 1894 was renoed NYC&HR 998, then 2089 and last 2186.



The Adirondacks.

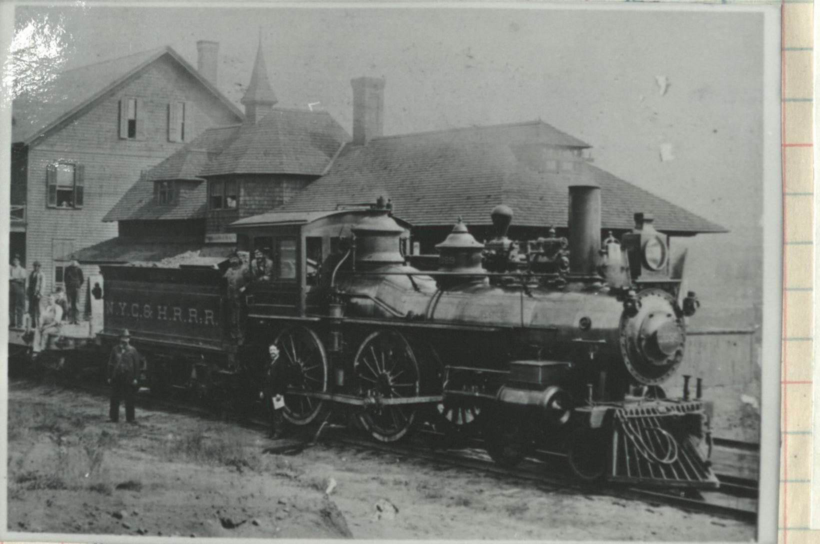
A land of Majestic Mountains, Dense Forests and Inviting Lakes, where Wild Nature and Civilized Comforts combine to make an Ideal Summer Paradise.

The greatest charm about the fairy-land of which you used to read was the fact that you were always there. You'd curl up in a big chair in front of the fire, and read a few pages of Alhambra, then shut your eyes, and — behold a land where every plough-boy is a prince, and the water runs up-hill, and all that stands between you and the princess in the castle is a big goblin, awful to see, but no match for a knight like you. It is so in the Adirondacks. You can read about the region all day, and for days, but the true charm lies in being there. Perhaps two hundred miles away you snuggle up in your berth, close your eyes, and next you know you *are* there — in fairy-land. Every servant is a prince of politeness, the rivers run the way you want your boat to go, and no goblin stands between you and the rest and pleasure you have come to win. Yet, after all, this is fairy-land only so far as it fits into your boy dreams. Otherwise it is very real — real mountains, real lakes, real forest, real men and women, real rest, real pleasure ; a land of real delight, where delight is realized.

A few summer days or months passed in the North Woods are never lost. The means of amusement are infinite. It may be only resting in the comfortable hotels and on their broad piazzas ; or perhaps it is golf or tennis, horse-back riding or boating. With any of these the days pass quickly. At night the orchestras in the hotels call the scores of dancers, and the open fireplaces with their burning logs (some evenings are quite cool) promote stories and gossip and confidences. The people you meet and the way in which you meet them are interesting features of your sojourn. At home you are probably in quite exclusive society, in fact may be the only one of your kind in town. But up here you make acquaintances easily, knowing they will not haunt you after the summer is gone. Indeed, the spirit of the woods is "be free and easy or be lonesome." These chance acquaintances princes or beggars in disguise — help to make interesting even the rainy days. There are but few rainy days in an Adirondack summer, and you won't remember them when thinking of your sojourn next winter. The days you will remember, and remember till your memory fails, are the sunny days when the spirit of forest and lake calls you away from the hotel and its small gossip, and the tinkle and rush of mountain streams make the sweetest strain of the orchestra a hollow and wheezy noise. Then it is good to be in the woods. Then it is joy to cast a fly in a cold corner of some lake ; to glide over the calm surface of the water in a boat that seems pushed by hands from beneath ; to see the moonbeams reflected in each drop that falls from your oar blades. Then it is a pleasure to rest where the deer come down to drink, in the shade where the breeze is blowing, and happiness to feel each moment bringing back to you strength and the joy of living.

These are Adirondack days.

1905



The 1099 at Fulton Chain. c 1896. Note the auxiliary water pump between stack and sand dome used for fighting forest fires. Eng blt in 1877 at Schenectady as #566, later 780 c/n 1054. Retired 1898.

The Adirondack Mountains

Are now about the most central of all the great resorts. They have through Pullman sleeping cars from New York, Philadelphia, Boston, Buffalo and Niagara Falls, via the

NEW YORK CENTRAL LINES

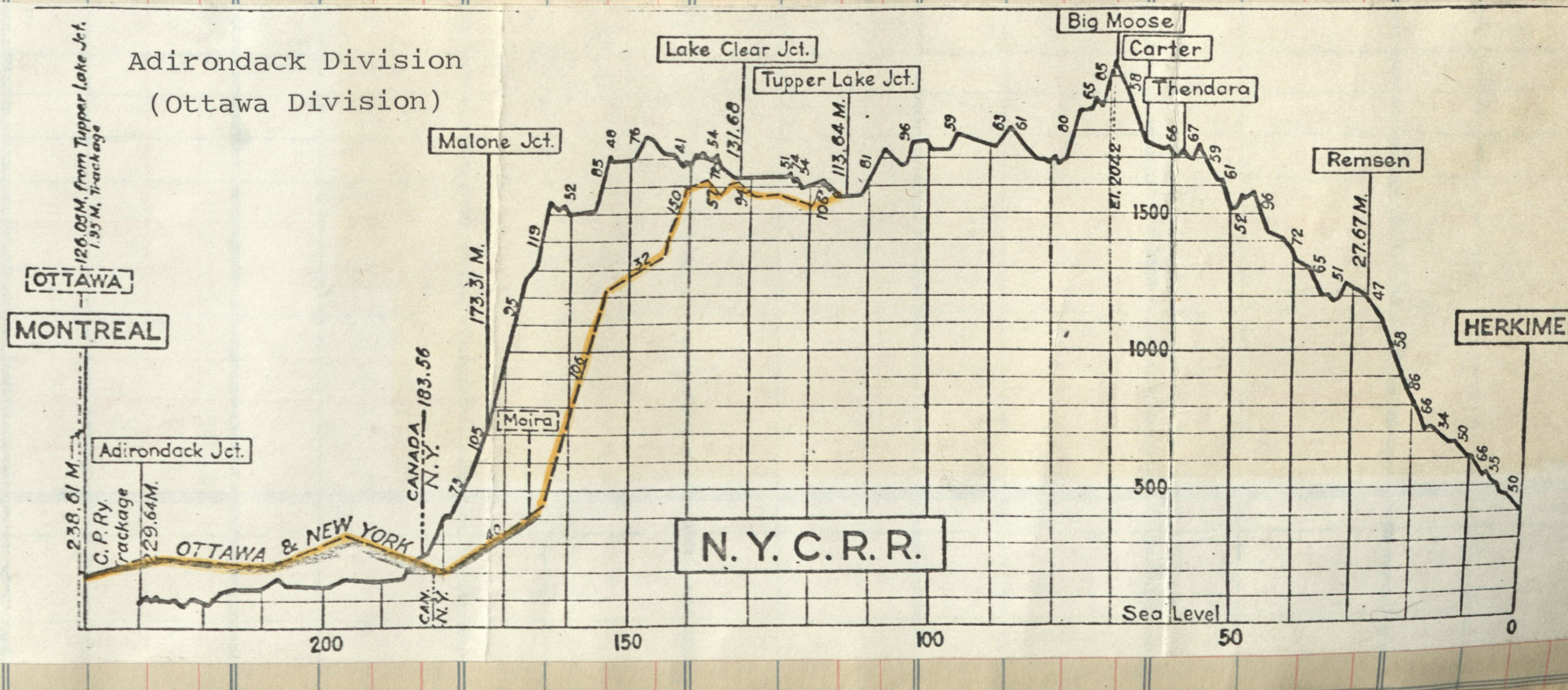
A night's ride takes you from any of these places to the center of the mountains in time for breakfast next morning.

For a copy of "The Adirondack Mountains and How to Reach Them," which is No. 20 of the New York Central Lines' "Four-Track Series," containing a fine map of the Adirondack Mountains and adjacent territory, with useful information in regard to hotels, camps, lakes, rivers, etc., send a two-cent stamp to George H. Daniels, Manager, General Advertising Department, Grand Central Station, New York.

C. F. DALY
Passenger Traffic Manager
New York

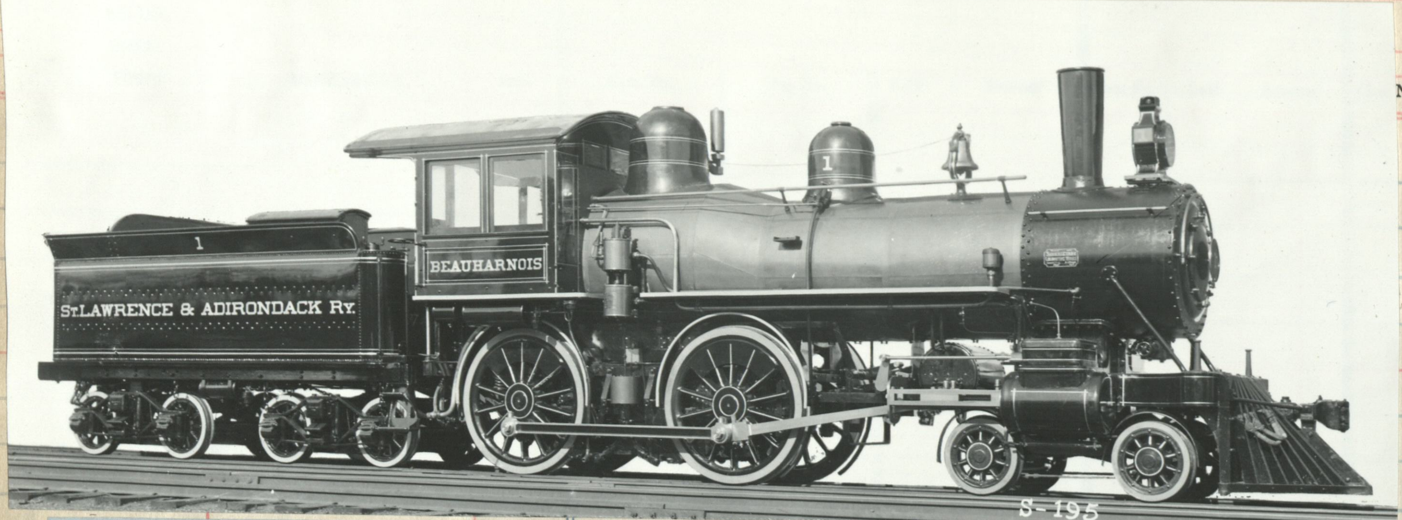
W. J. LYNCH
Passenger Traffic Manager
Chicago

From the "Four Track News" — June, 1906

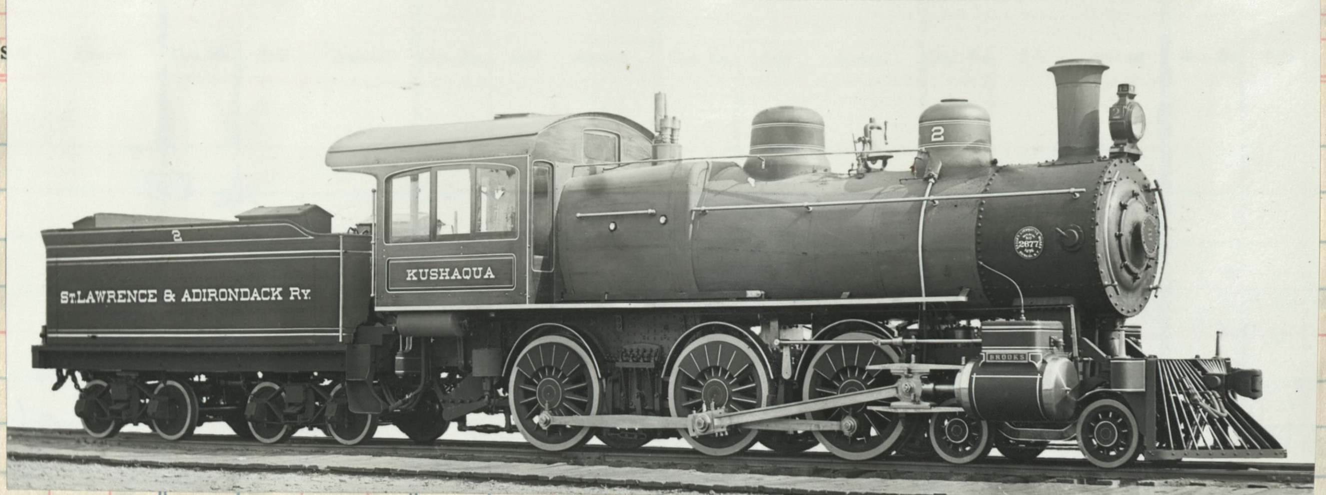


Adirondack Division
(Ottawa Division)

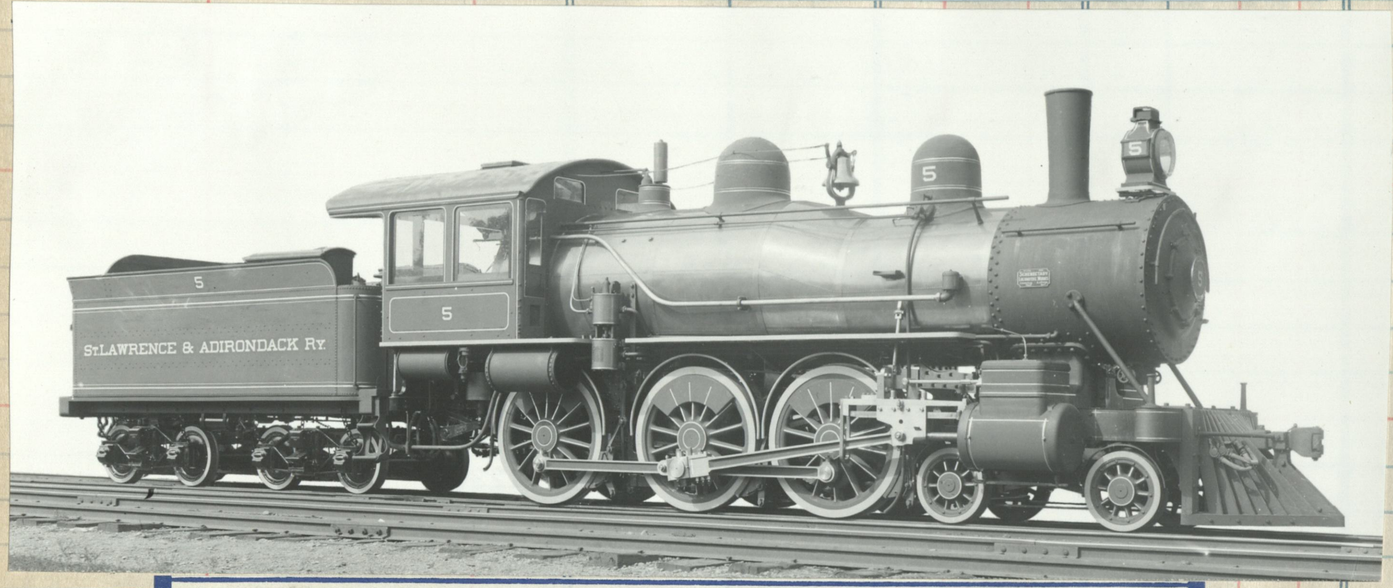
THE ST. LAWRENCE AND ADIRONDACK RAILWAY
(North from Malone)



This pretty American Standard was 2nd #1 BEAUHARNOIS was blt at Schenectady in 1896 (c/n 4437) Sold next year to Canada Atlantic as #24, renoed 628. Then as G.T. nos 1331, 2240, last CNR #311

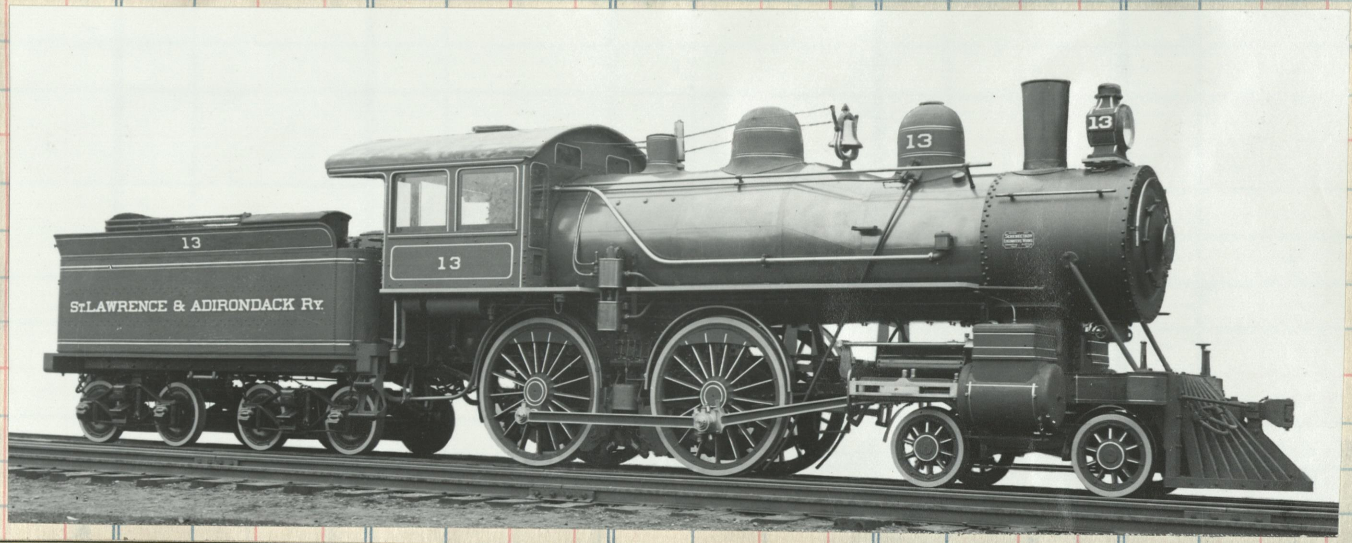


A husky freight Ten wheeler #2, the "Kushaqua" blt in 1896 by Brooks c/n 2677. Renoed #4 then NYC&HR #2029.

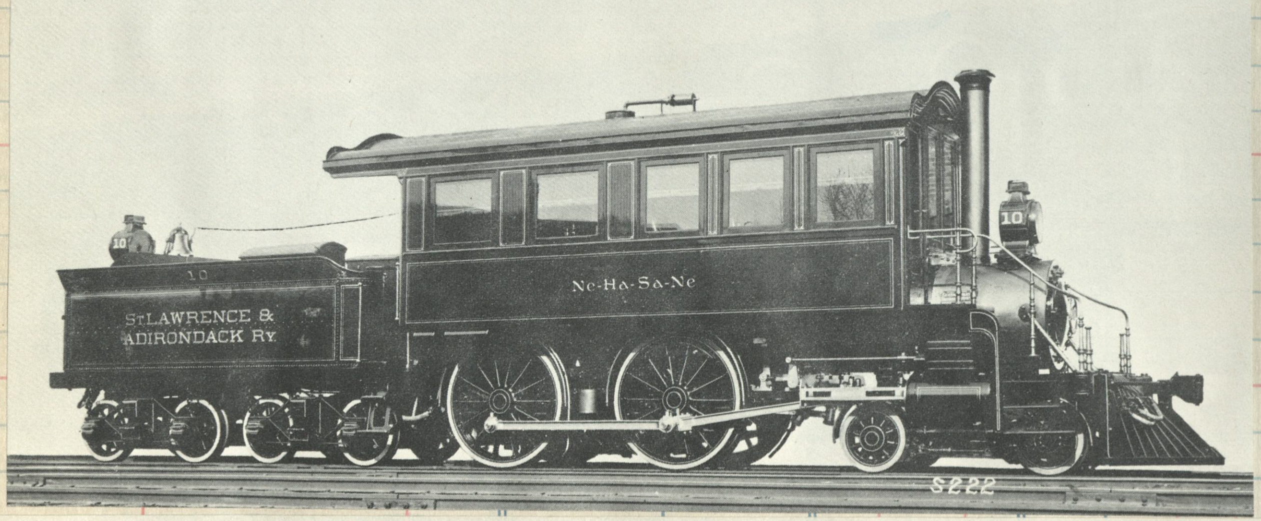


Schenectady delivered #5 in 1895 c/n 4334

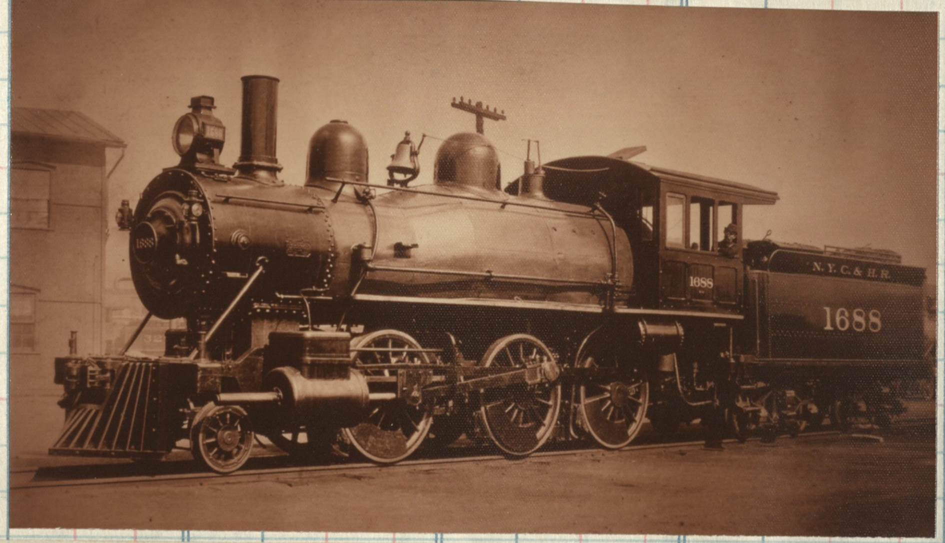
Went to Michigan Central nos 453, 8181



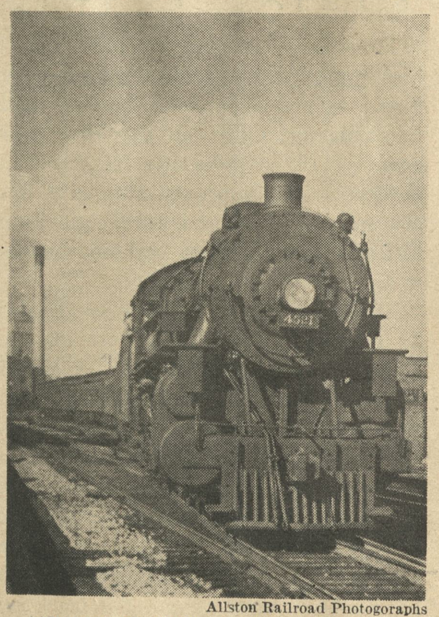
Hoodo #13? Anyway she was soon renoed 2nd #3, later Big Four #204 and #7142. Blt by Schenectady 1895 c/n 4394



Another inspection pony ordered by Dr. Webb was the NeHaSaNe blt by Schenectady in 1896 c/n 4401. Renoed Rutland #100, then NYC&HR #33 and back to the Rutland as #99.



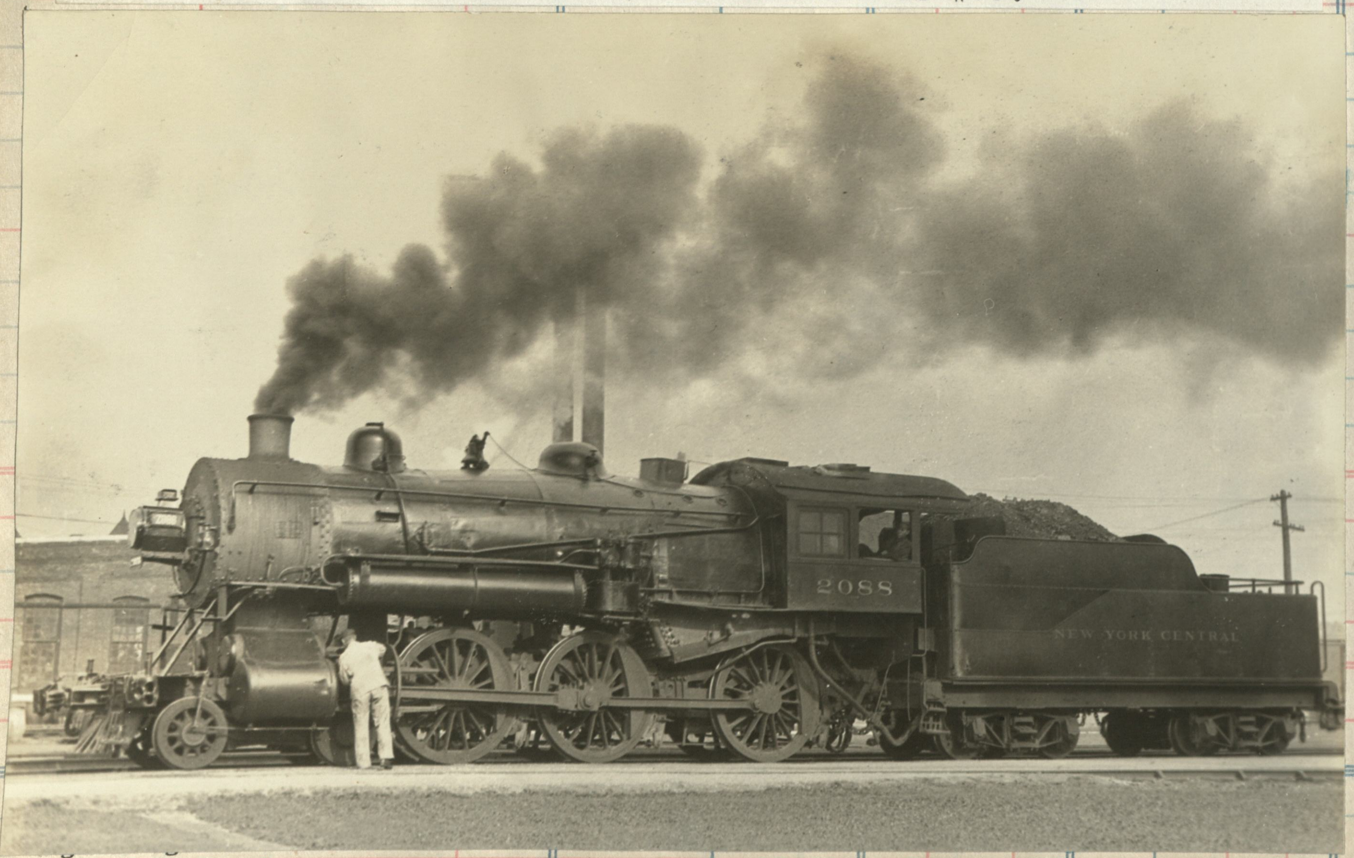
Mogul 1688 was blt as StL&A #2 by Schenectady in 1895 c/n 4393. NYC&HR class Ed, nos 785, 1688



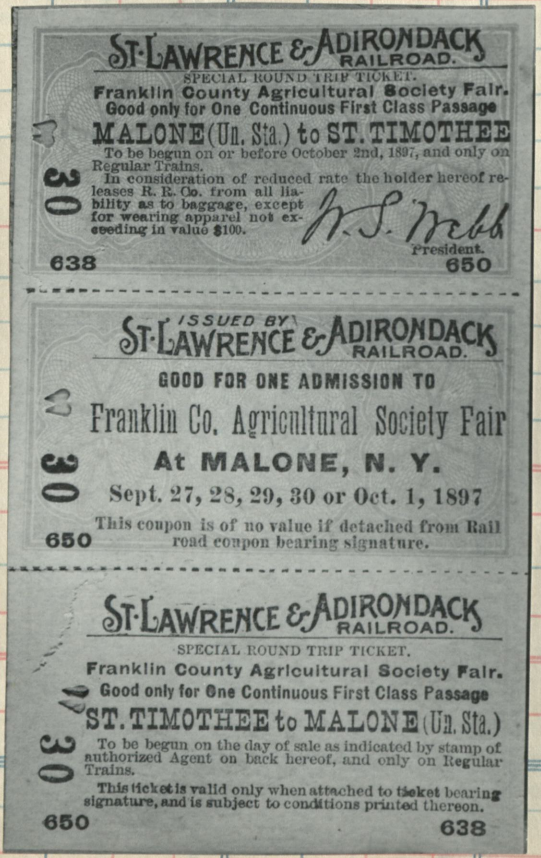
Allston Railroad Photogoraphs

NEW YORK CENTRAL'S ENGINE 4521
Photo shows locomotive pulling Montreal-Valleyfield Evening Express.

Departing CPR's
Windsor St Sta
Montreal



Class F-12 Ten wheeler #2088 standing just north of the diamond at Malone ready to take Trn #11 on to Montreal. Enginehouse is in background. The 2088 blt at Schenectady 1905, c/n 37972.
Photo taken by C.C.Badger August 1916



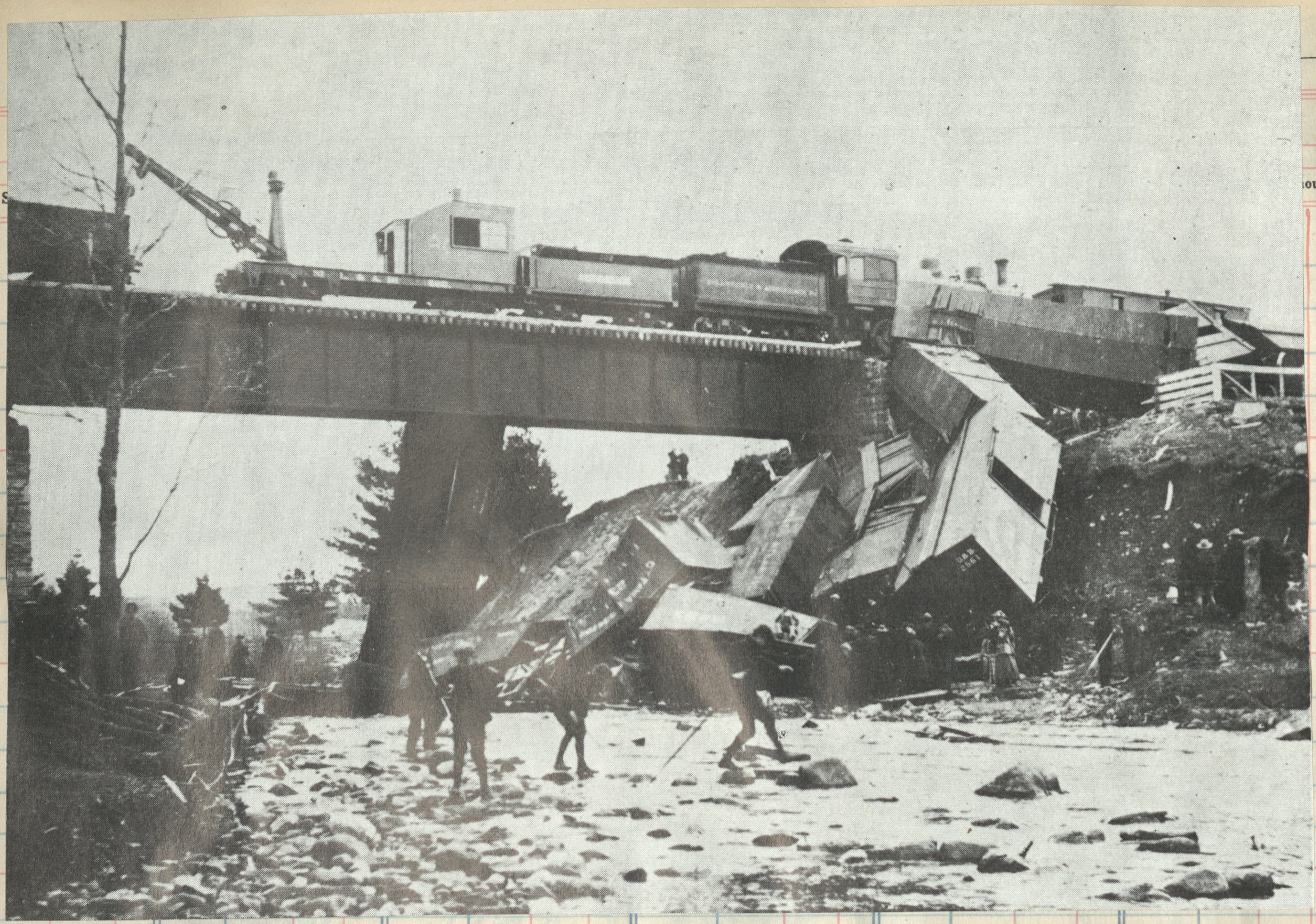
ST. LAWRENCE & ADIRONDACK RAILROAD.
SPECIAL ROUND TRIP TICKET.
Franklin County Agricultural Society Fair.
Good only for One Continuous First Class Passage
MALONE (Un. Sta.) to ST. TIMOTHEE
To be begun on or before October 2nd, 1897, and only on Regular Trains.
In consideration of reduced rate the holder hereof releases R. R. Co. from all liability as to baggage, except for wearing apparel not exceeding in value $100.
W. S. Webb
President.
30
638 650

ISSUED BY
ST. LAWRENCE & ADIRONDACK RAILROAD.
GOOD FOR ONE ADMISSION TO
Franklin Co. Agricultural Society Fair
At MALONE, N. Y.
Sept. 27, 28, 29, 30 or Oct. 1, 1897
This coupon is of no value if detached from Rail road coupon bearing signature.
30
650

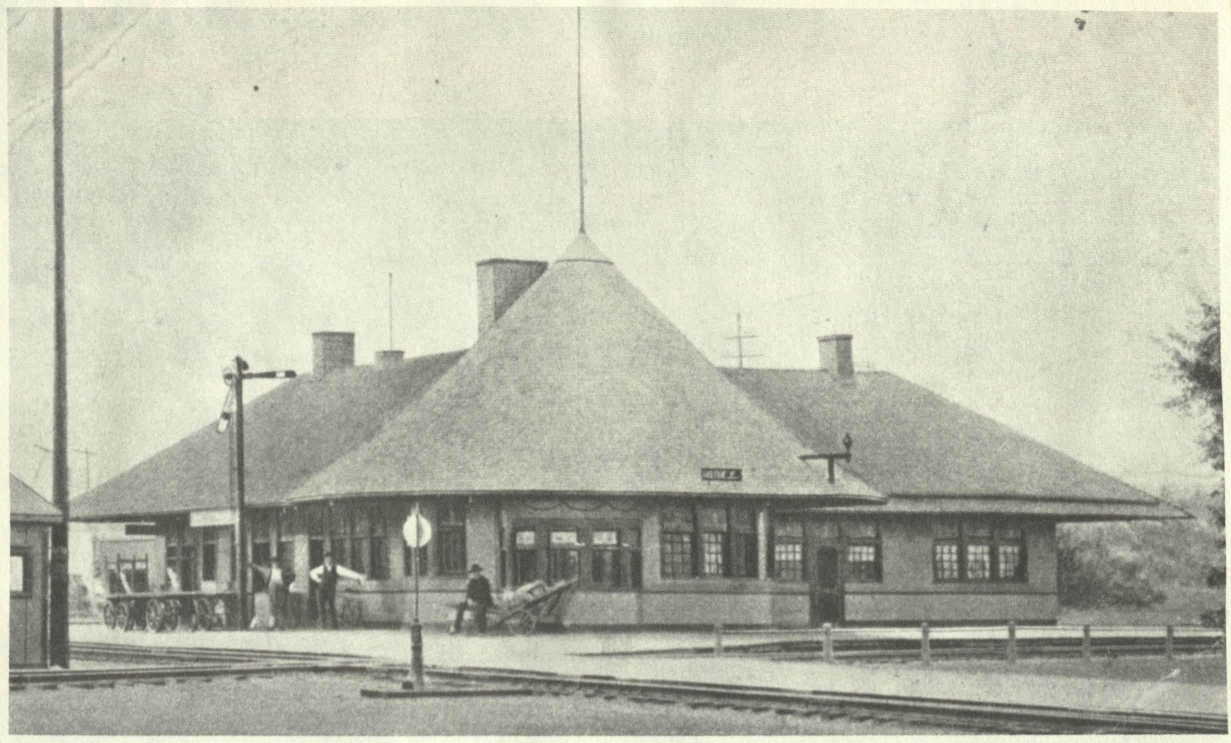
ST. LAWRENCE & ADIRONDACK RAILROAD.
SPECIAL ROUND TRIP TICKET.
Franklin County Agricultural Society Fair.
Good only for One Continuous First Class Passage
ST. TIMOTHEE to MALONE (Un. Sta.)
To be begun on the day of sale as indicated by stamp of authorized Agent on back hereof, and only on Regular Trains.
This ticket is valid only when attached to ticket bearing signature, and is subject to conditions printed thereon.
30
650 638

→New York Central's K-11c Pacific No. 4543 starts moving Saturday-only local No. 27 after a stop at La Salle, Que. This Adirondack Division Valleyfield-Montreal train follows Canadian Pacific rails from Adirondack Junction into its Windsor Station terminus. It has just crossed CPR's St. Lawrence River bridge.

These Buildings House Customs and Immigration Officers at Malone, N. Y., About Four Miles South of the Canadian Border on the New York Central's Adirondack Division



Derailment on the StL&A Trout River bridge just north of Malone c 1897

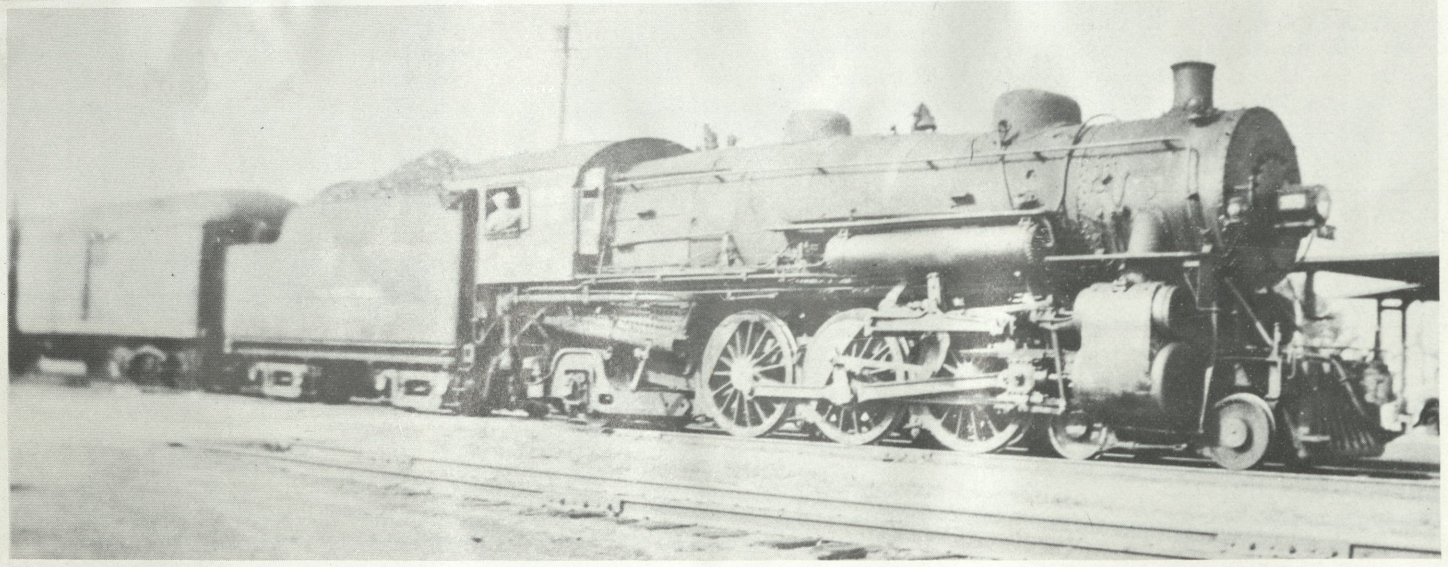


Station at Malone Junction. Rutland Railroad crosses from right to left. Circa 1909. (Harter collection)

This station served the railroad for over seventy years. At one time the StL&A head offices were in the right wing. Ticket office and waiting room in rotunda, conductor's room and baggage room in left wing.

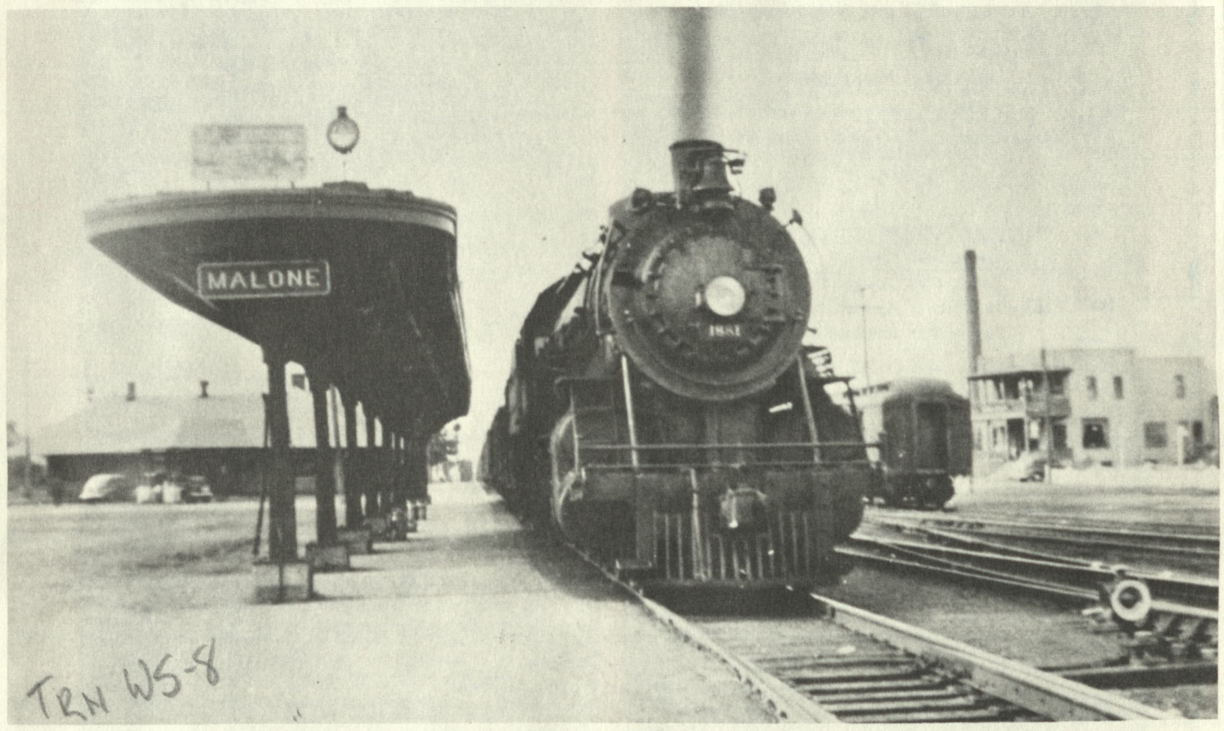
Was
MALONE JCT.
on the
Rutland

MALONE
on the
N.Y.C.

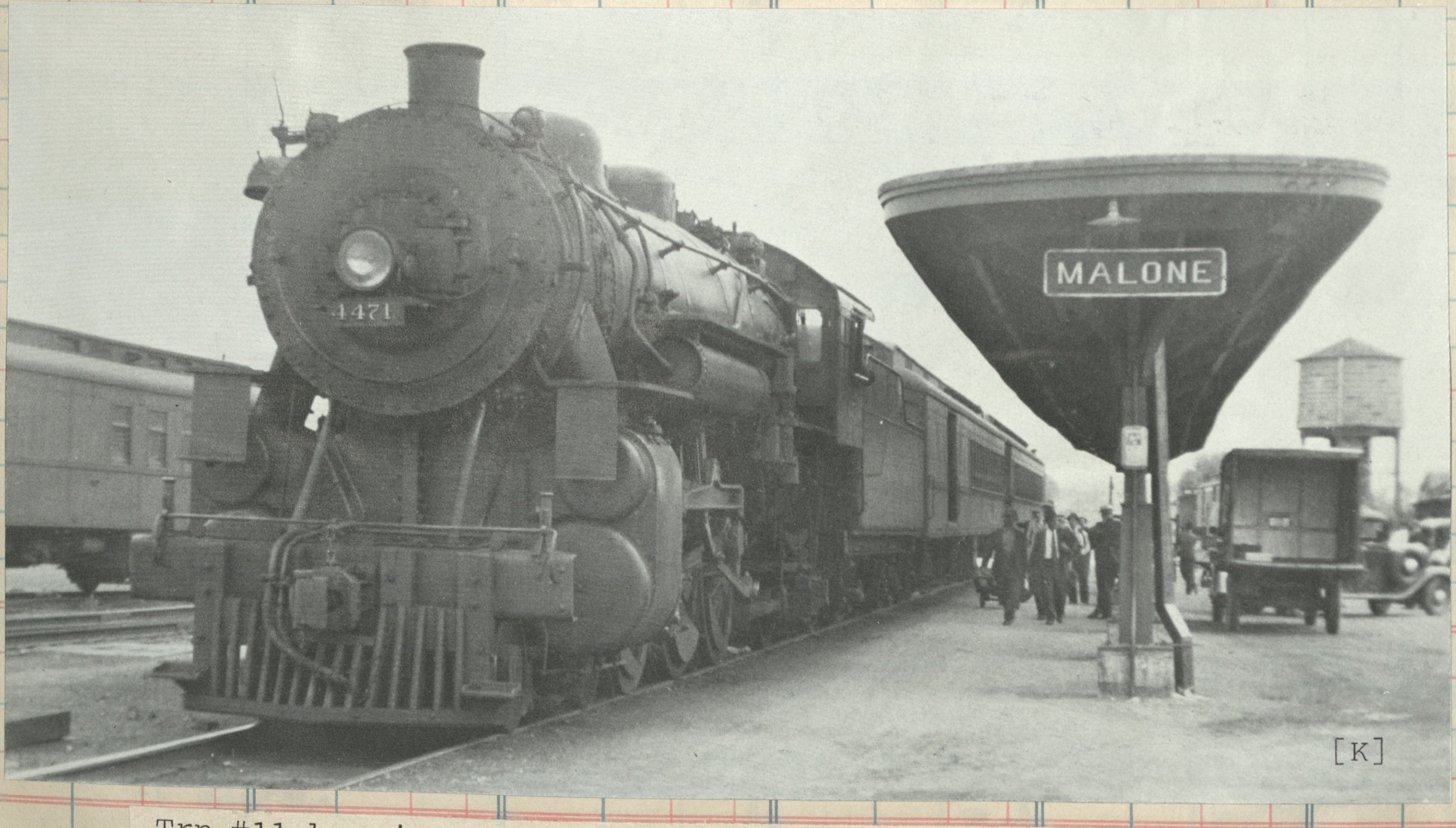


Baldwin built K-11c 3079 with train No. 5 backing in to pick up the diner before departing for Montreal from Malone on July 12, 1935. This locomotive was one of the first to be equipped with the Franklin trailing truck booster engine.
Photo by F. Ray McKnight

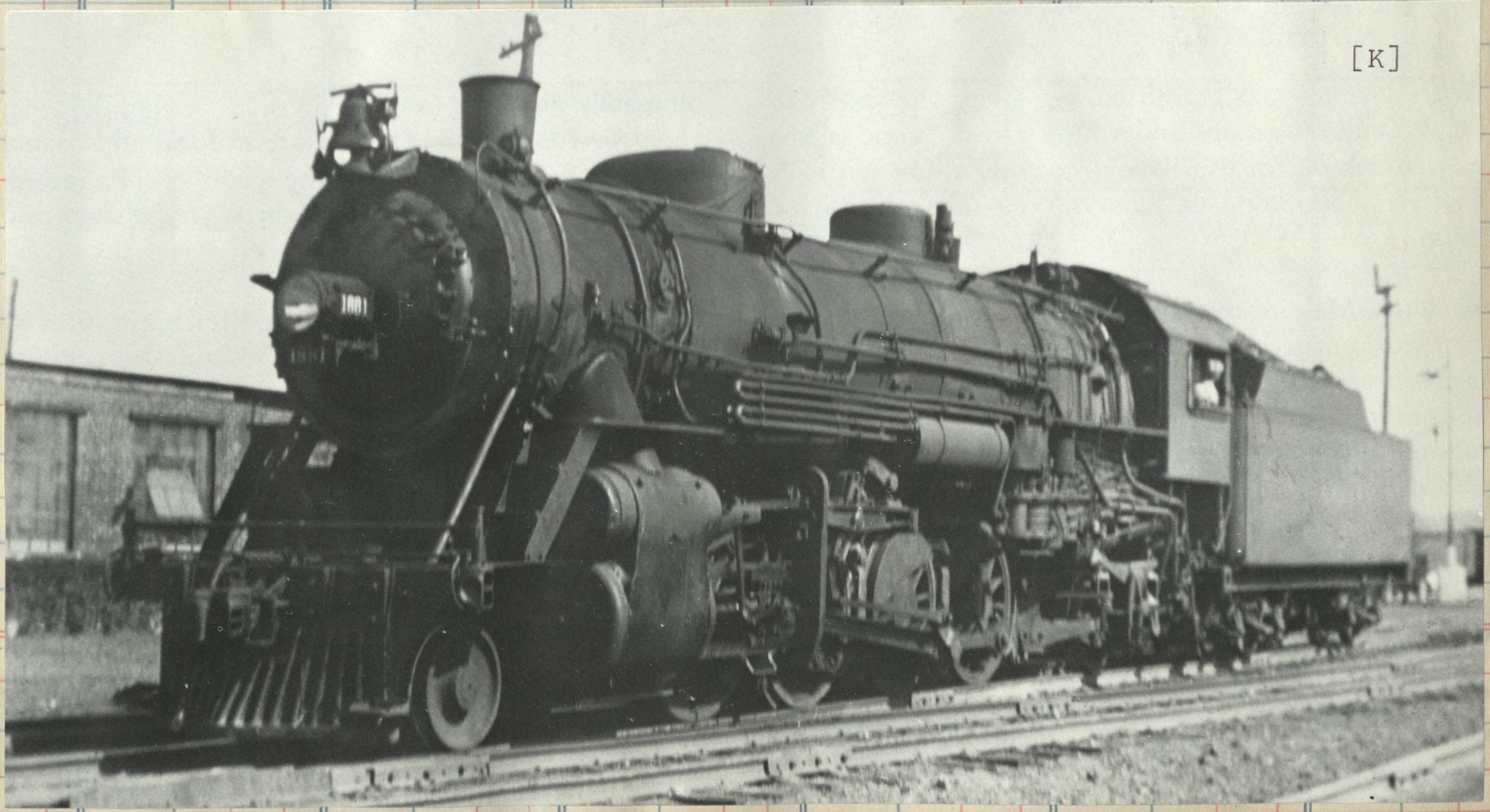
This shot was among the first of my engine pictures. Camera was a 616 size box ,



Engine No. 1881, 2-8-2 Mikado, pulling freight train through the station, headed south. June 19, 1937. (McKnight collection) [K]



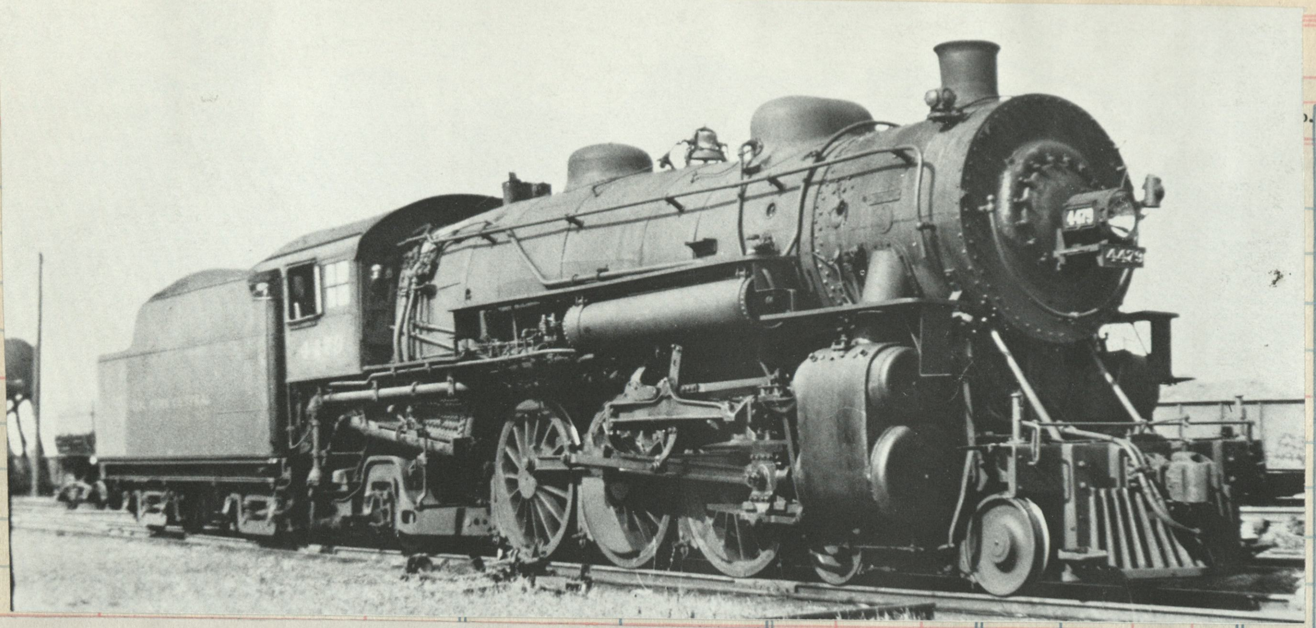
Trn #11 has just arrived at its northern terminal 4/25/37



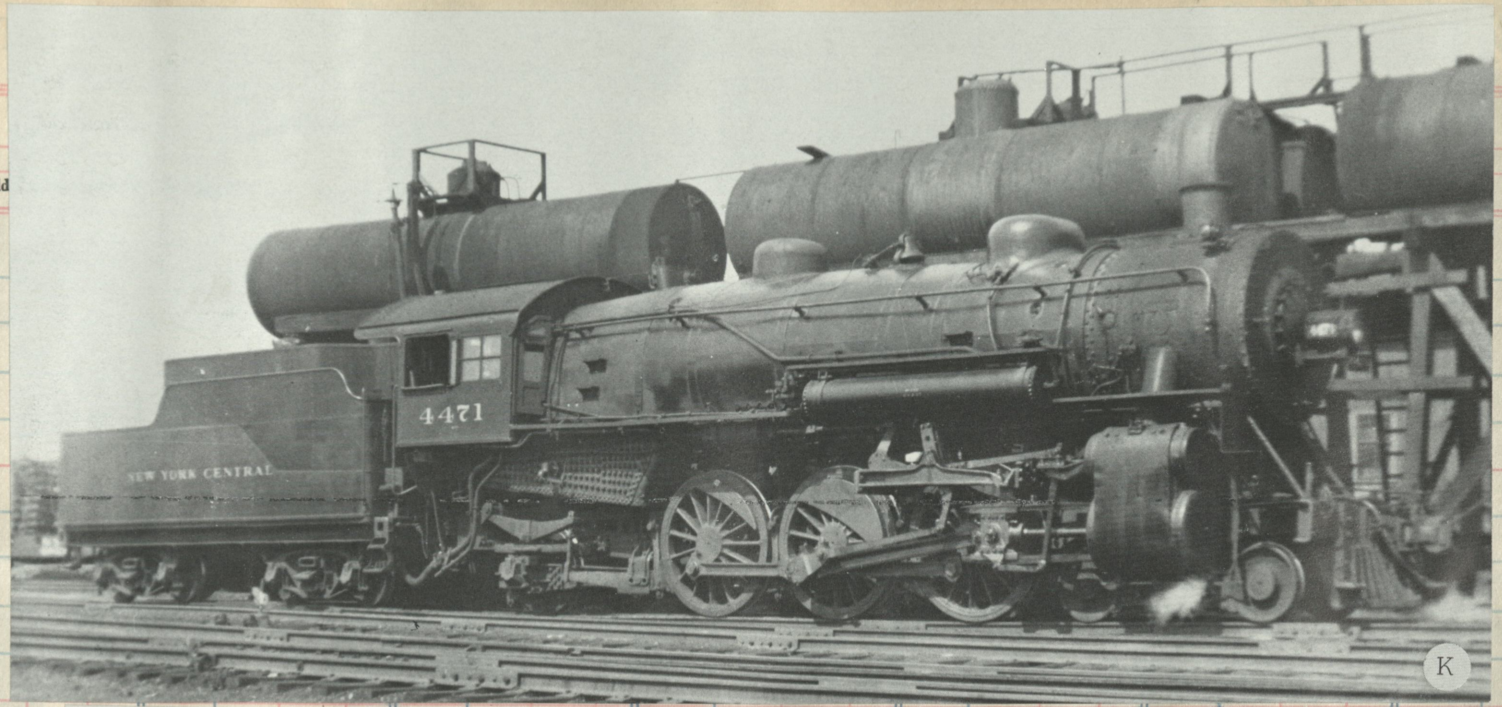
The USRA 2-8-2's was the heaviest power to be used on any part of the Adirondack Division. Their regular assignments was working tonnage between Malone and Outremont (CPR Montreal). One was the 1881, LIMA 1918 c/n 5781, shown here at Malone May 2, 1937.

38

From 1916 until the close of steam, the K-11 Pacifics was the "standard" power used on the Adirondack Division.

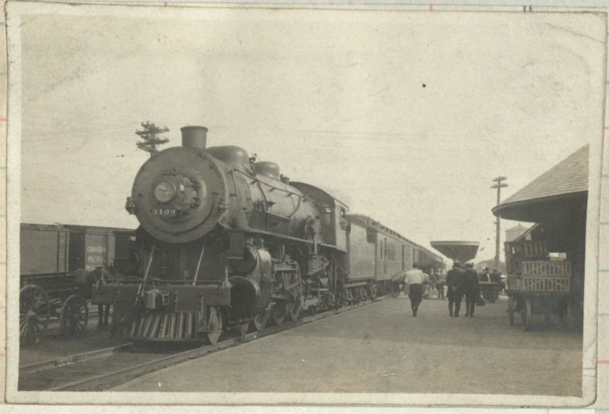


The 4479, org #3079, built by Baldwin 1912 c/n 37375 at Malone April 24, 1937. She cost $24,408.85. Improvements were booster, power reverse, low water alarm, stoker and bigger tank. K

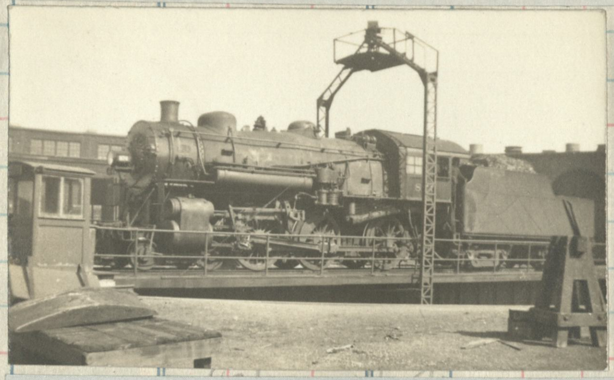


K

An outstanding item with the Adirondack was the use of oil burners during the summer season between Utica and Malone. The 4471 stands by the oil storage tanks at Malone on Apr. 27, 1937. She was another of the K-11c's from Baldwin 1911 c/n 37367.

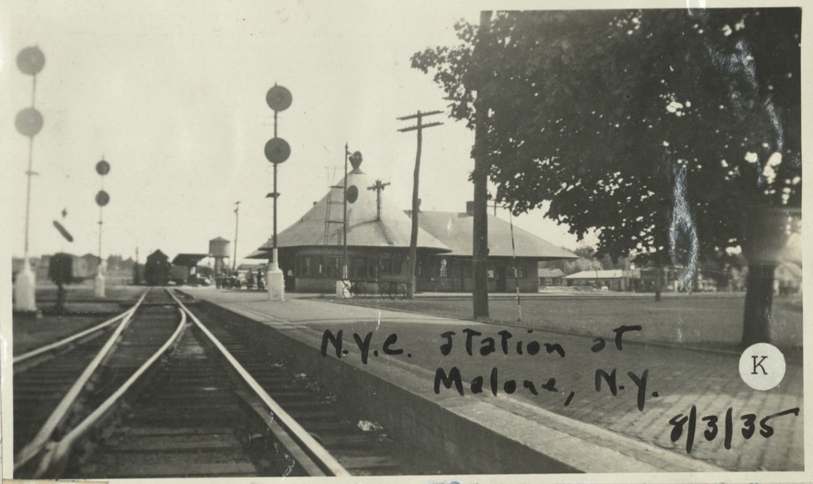


The 3109 arrives at Malone in August 1916. The summer the K-11 Pacifics were assigned to the Adk Div.



Ten wheeler 876 on the table at Malone enginehouse. Class F-12g Schenectady 1908 c/n 45382, org #2166 4/25/37 K

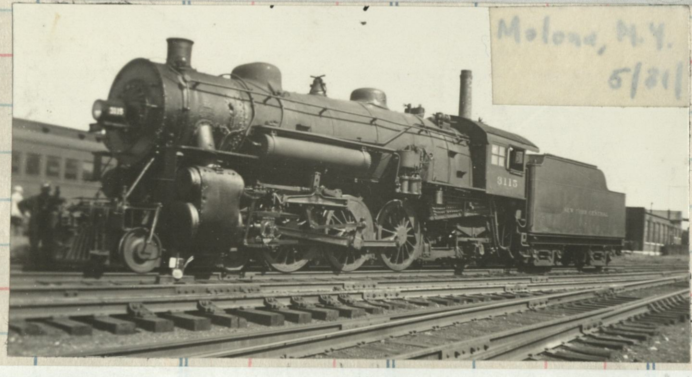
Trn #22 with the 4507 approaching Valleyfield, Que. 9/13/36 [K]



N.Y.C. Station at Malone, N.Y. 8/3/35

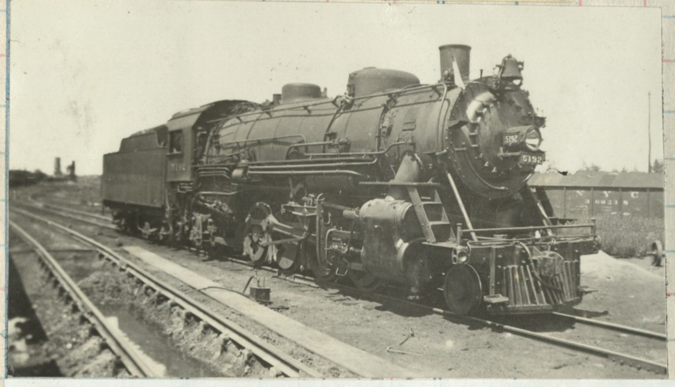
K

Sobd Trn #2 departing Malone Aug 1916 behind a K-11

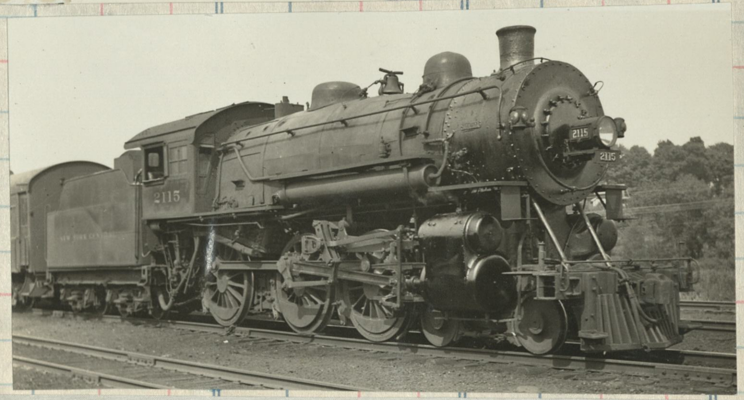


Malone, N.Y. 5/31

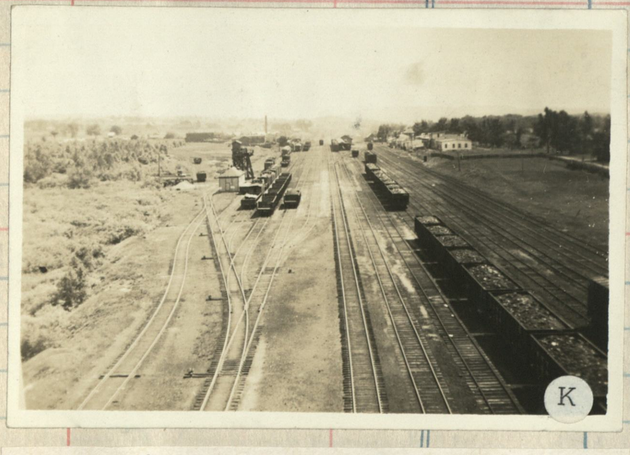
Oil burning Pacific 3115, K-11b, Schen 1912 c/n 50697 Malone 5/31/36 [K]



USRA 5192 H-6a 2-8-2 LIMA 1918 c/n 5792 Malone July 1, 1935 [K]

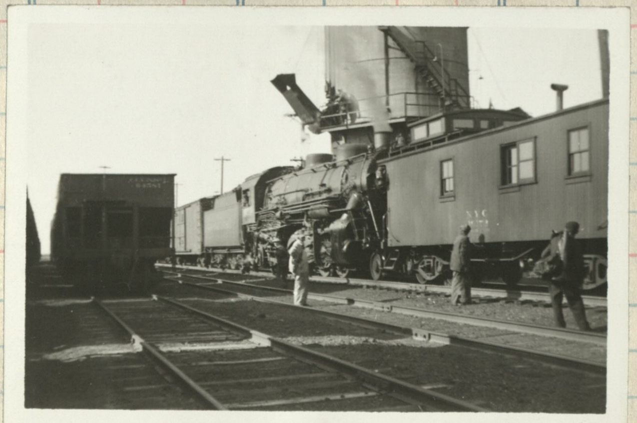


The 2115 was one of the engines used in the initial oil burner trials in 1909. Class F-12e, Schen 1907, c/n 43652. Shown here in service on the Putnam Div. Foto by Ed May.

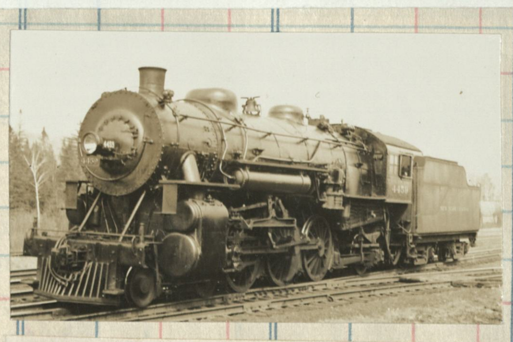


K

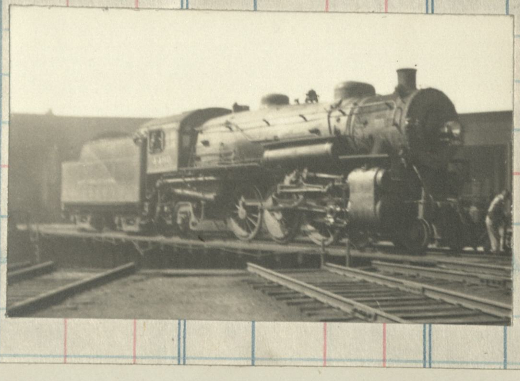
Looking south over the yard at Malone July 1937



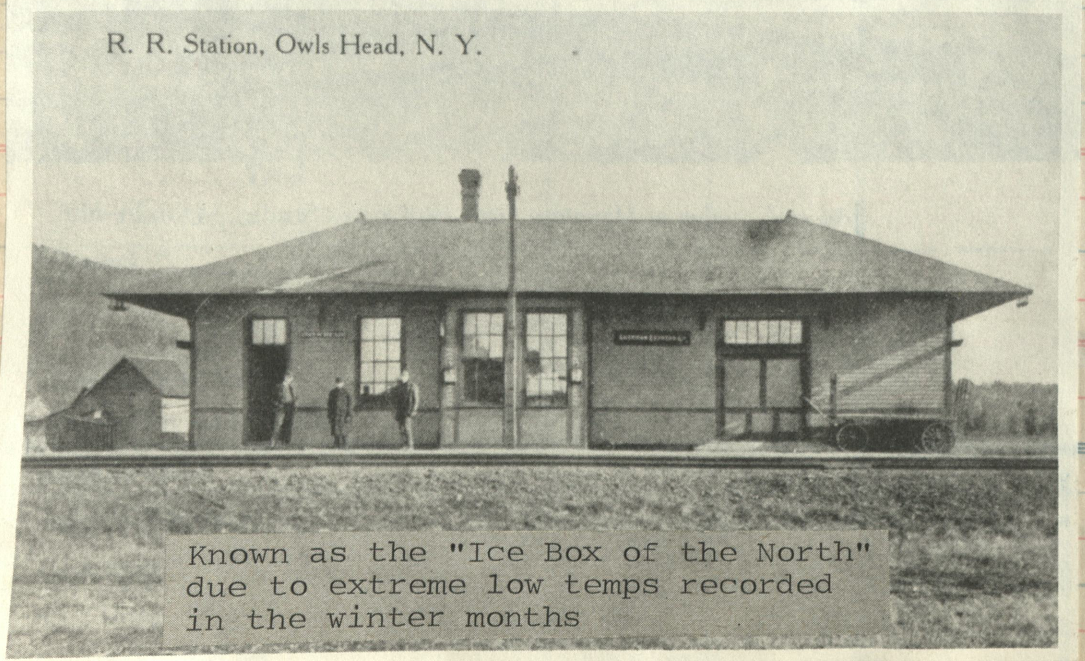
The "Huntington Paper Extra" and Trn WS-8 coupled in Malone Yard after the climb up Constable Hill. [K]



Baldwin 4459 in the yard at Saranac Lake [K]

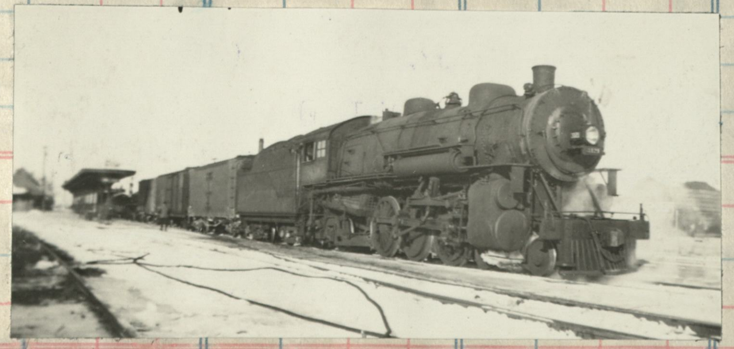


K-11a 4490 being turned at the C.P.R. Westmount (Que) engine terminal 9/23/36 [K]

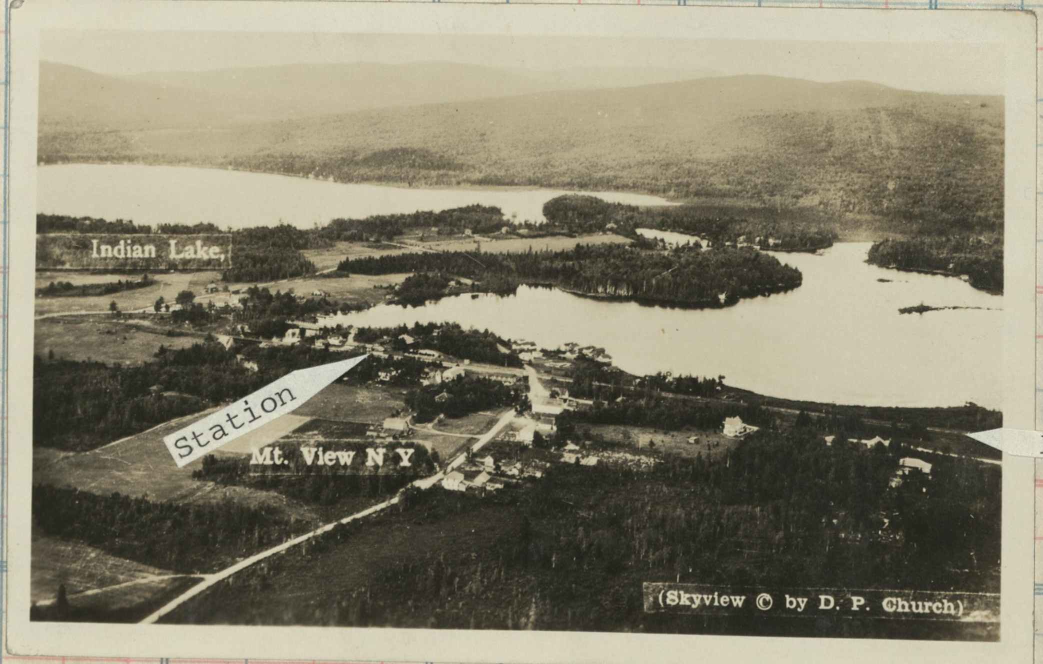


R. R. Station, Owls Head, N. Y.

Known as the "Ice Box of the North" due to extreme low temps recorded in the winter months



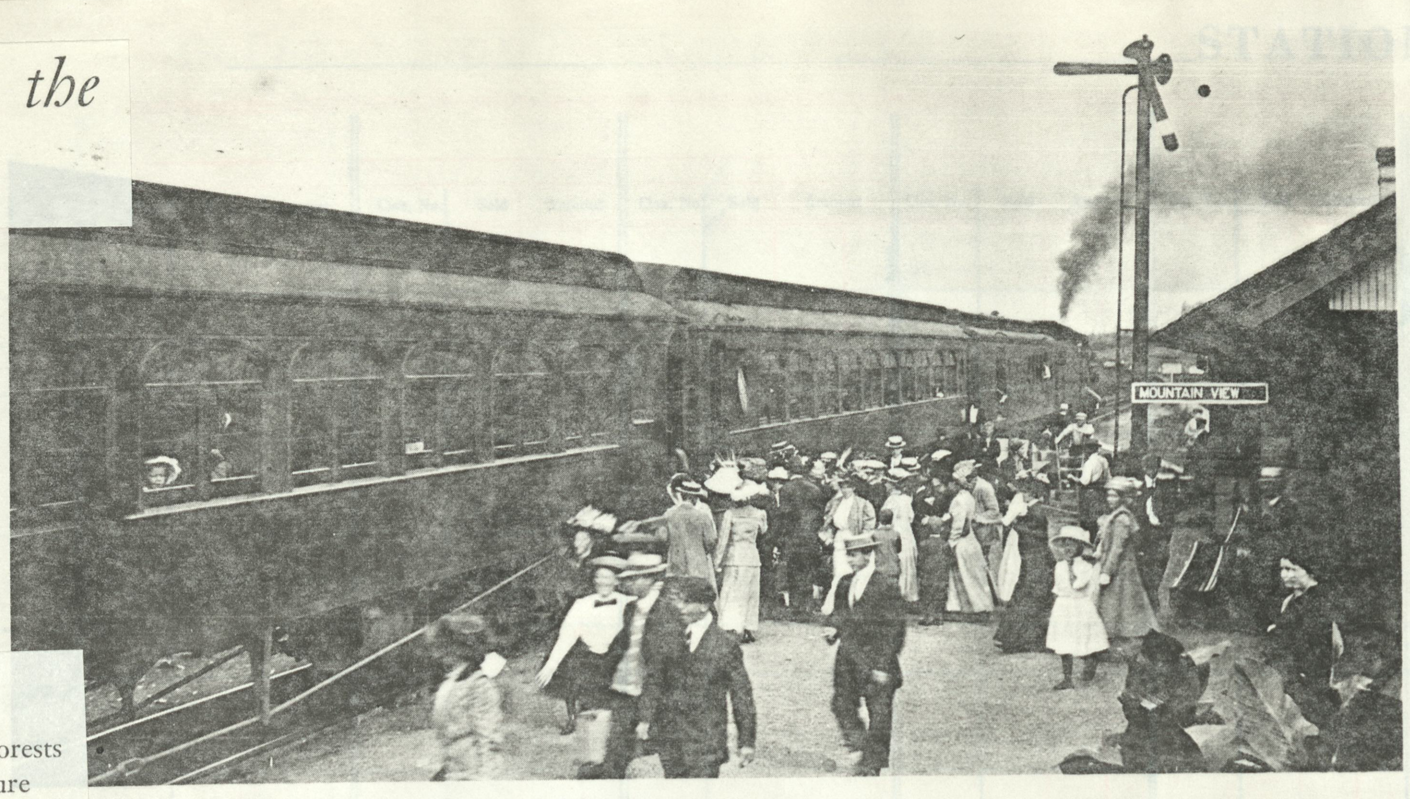
Trn MR-2 ready to depart Malone for Tupper Lake Jct. This run was made three times a week. Eng is the 3121, a K-11d, c/n 51185, Schenectady 1912 Date 12/23/35 [K]



(Skyview © by D. P. Church)

The remote "settlement" of Mountain View, residence of about a hundred hardy souls, c 1925.

Mountain View in the Adirondacks

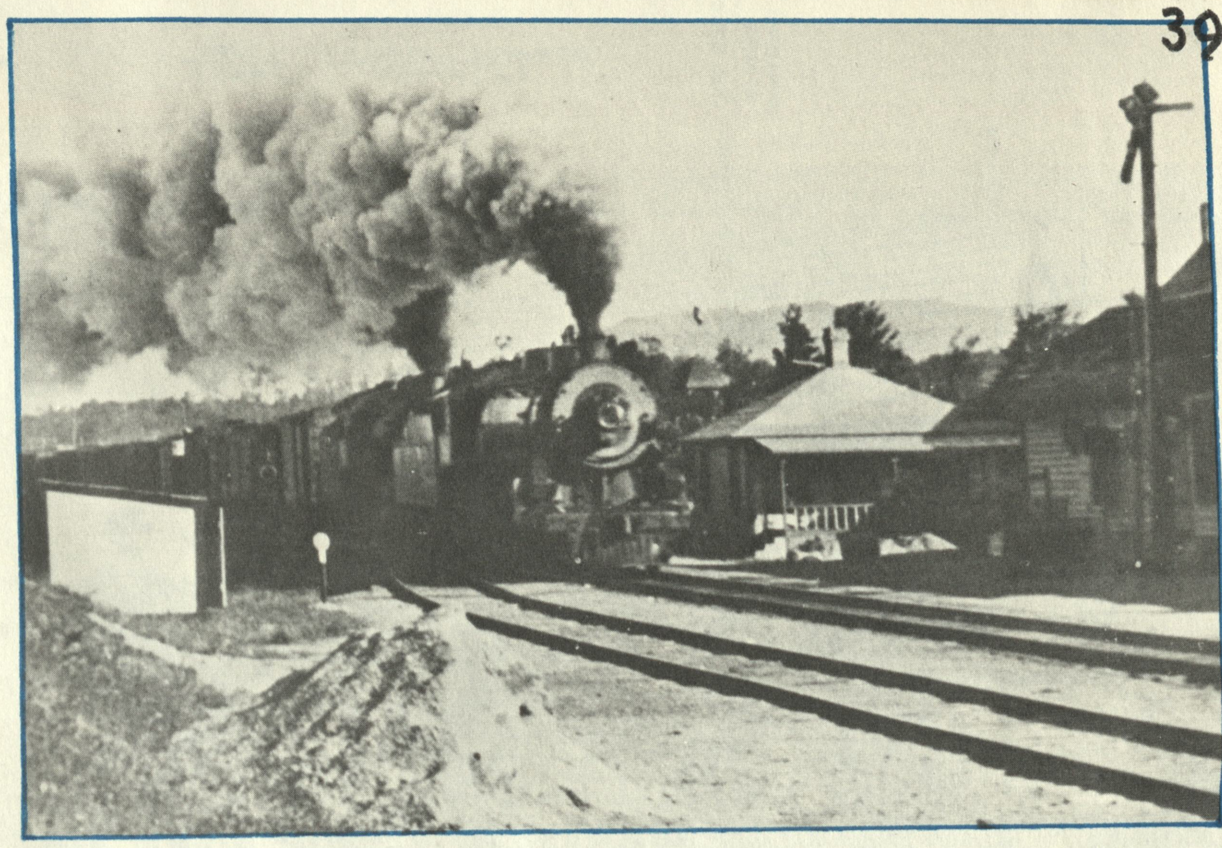


Meeting the train, 1909

Northbound Trn #643

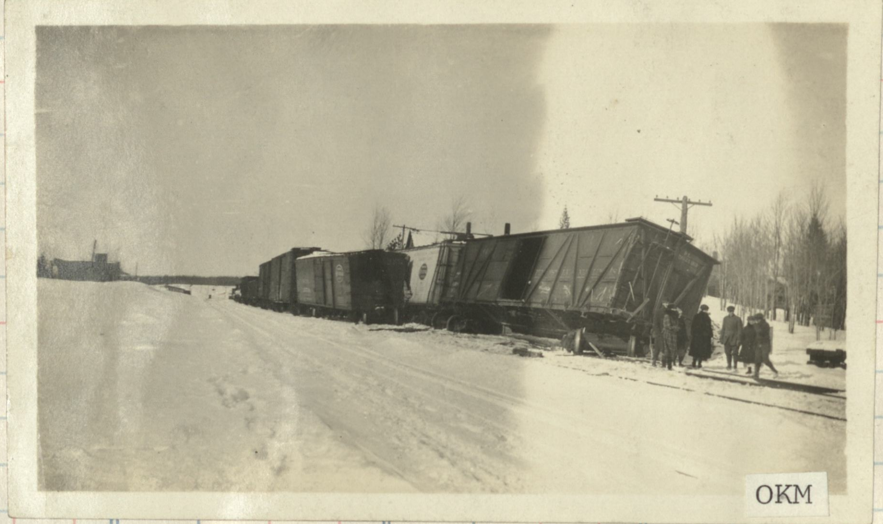
THE ADIRONDACKS

A land of Majestic Mountains, Dense Forests and Inviting Lakes, where Wild Nature and Civilized Comforts combine to make a Summer Paradise

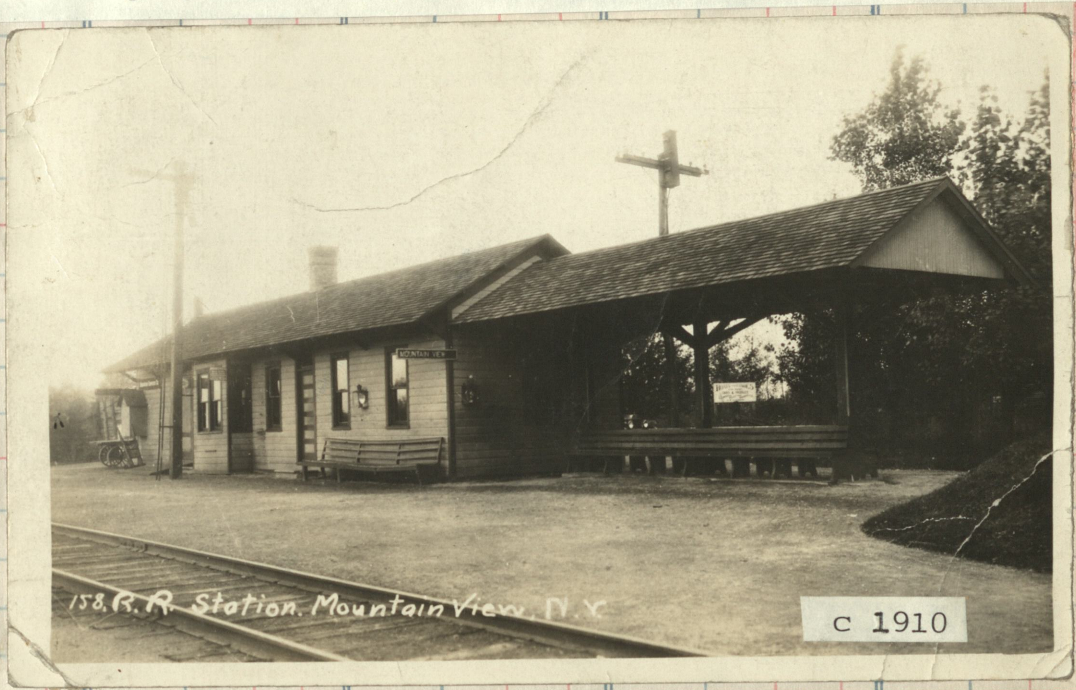


Southbound freight No. 90 with a pair of H5 class 2-8-2's charging through Mountain View on an August morning in 1916. F. Ray McKnight was born in station agent's cottage which is between the lead engine and the depot. (C. C. Badger, photo — McKnight collection)

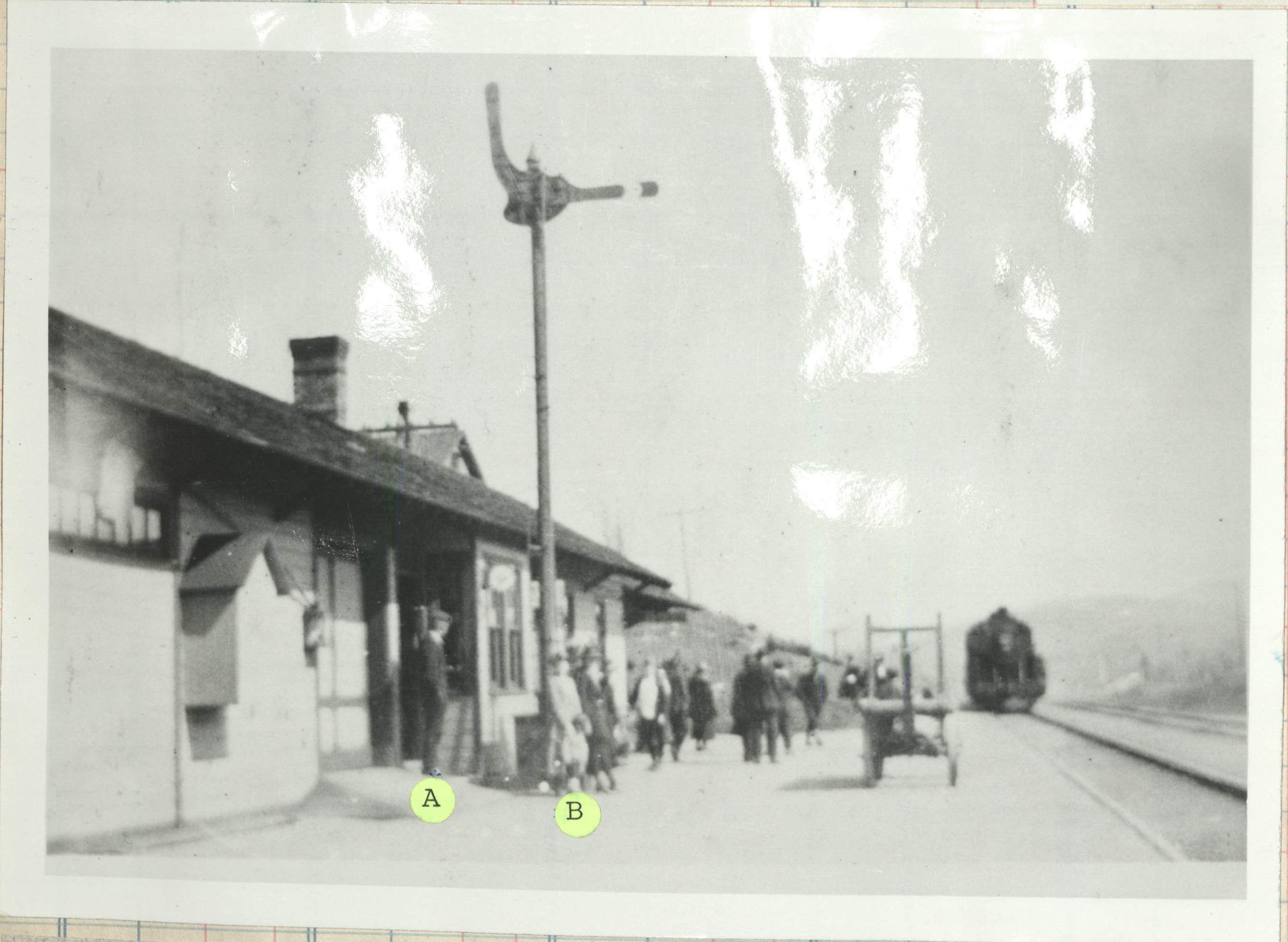
Trn #2 behind 4-6-0 #2142 departs Mtn View c 1910



Derailment of the northbound way freight, Mtn View 1921

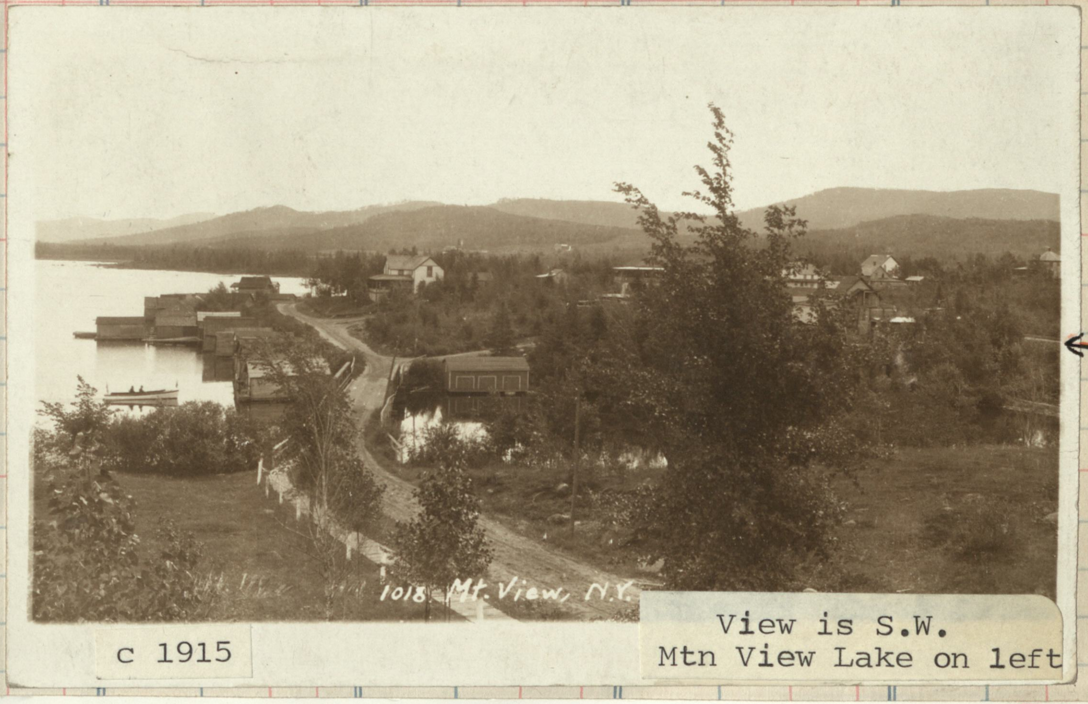


c 1910



MOUNTAIN VIEW, N.Y. A hamlet in the northern Adirondack Mountains, birthplace (10/9/17) and my boyhood home. My father was Agent here from 1916 until 1932 when station was closed. [It was a "summer only office" for several seasons afterward] In the above photo, Taken about 1920, shows arrival of Trn #11. "A" is my father and "B" is my mother hanging onto me. Today the station is gone, the railroad is gone, all the adults shown have passed on and the area is reverting back to wilderness.
McK

Trn #2 arriving Mtn View 1920



c 1915

View is S.W.
Mtn View Lake on left

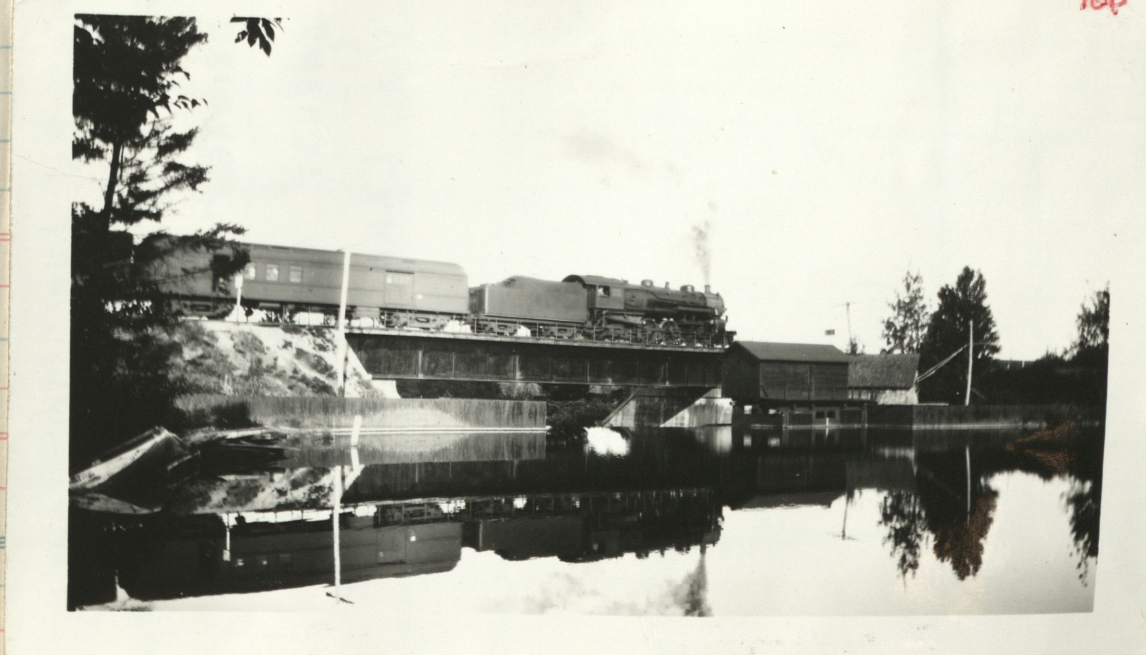
The 4475 with Trn #22 at Mtn View 4/25/37

Mtn View was a summer vacation spot for many N.Y.C. officials

The agent, for many years Mr. Orville McKnight, was extremely busy handling train orders on the telegraph, selling tickets, making sleeping-car reservations, sending and receiving telegrams, shipping and receiving freight, and trying to find out if the next train was late or on time. Groceries for the stores and hotels arrived by freight car. There were no trucks. The train whistles had a pleasant sound, and in the winter the locomotive headlight was reflected in the snow from as far away as Owl's Head.

DH eqpt for Trn #6 zips thru Mtn View 4/24/37. Eng is 4475.

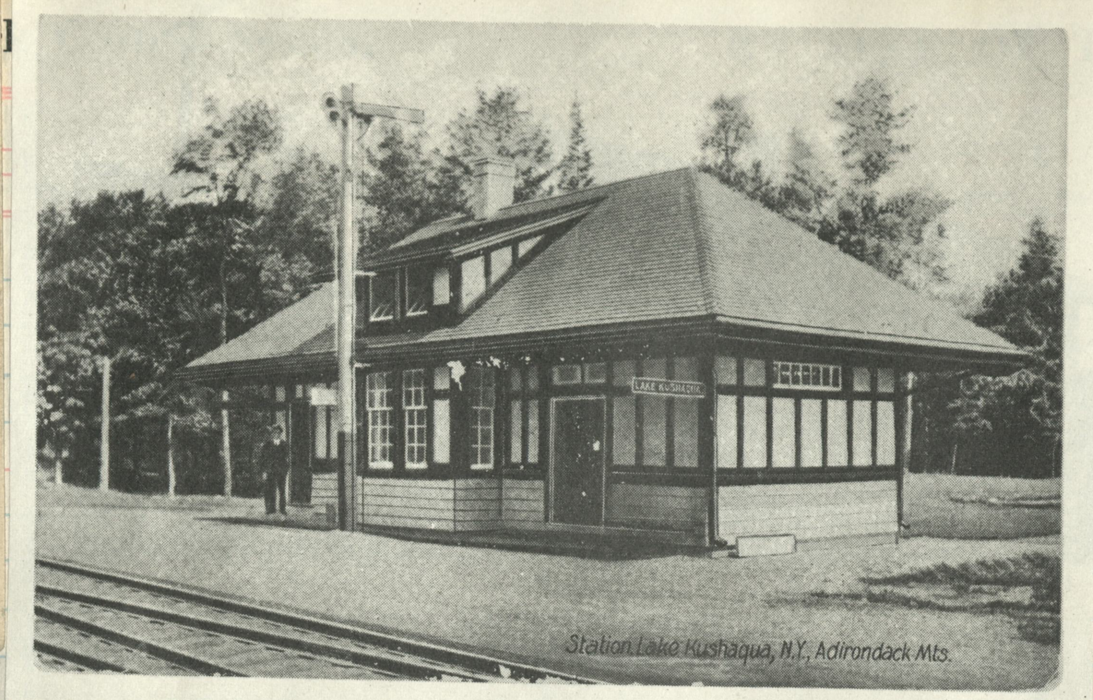
Top



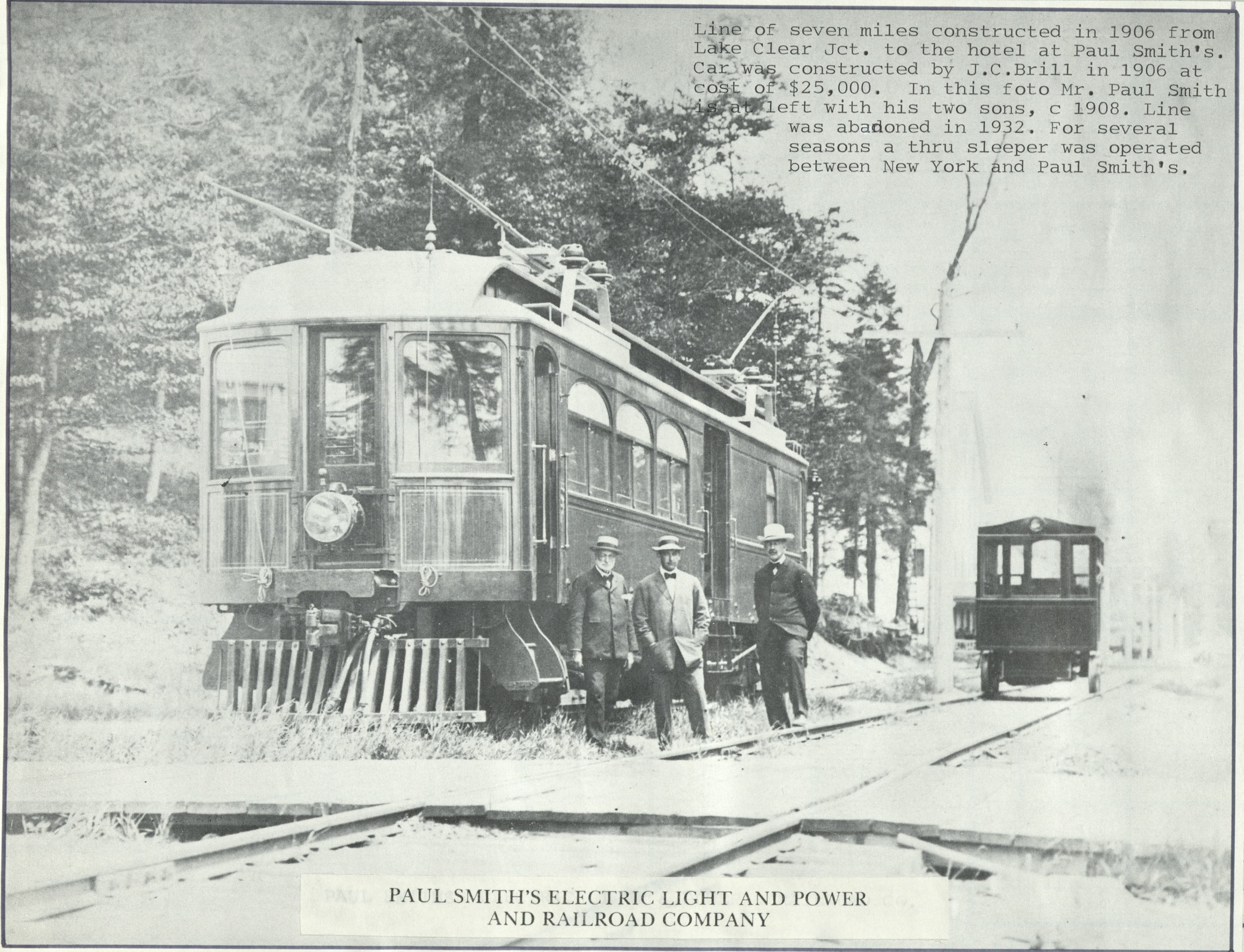
Northbound Trn #5 departing Mtn View crossing over the Salmon River and reflected in outlet of Mtn View Lake.

LOON LAKE, N. Y.

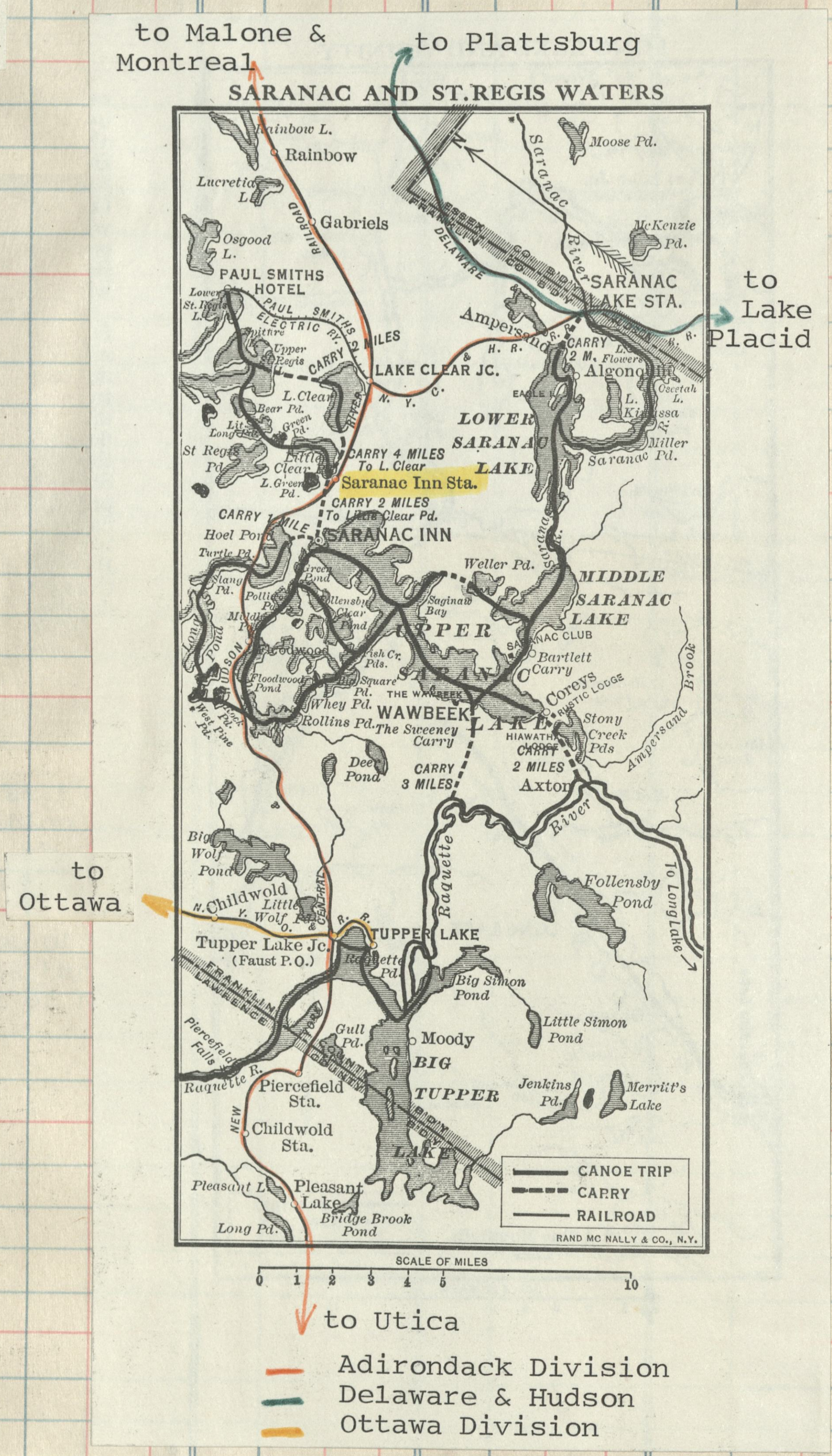
The Loon Lake House (blt 1893) was typical of the summer residence hotels constructed after the railroads opened up the Adirondacks

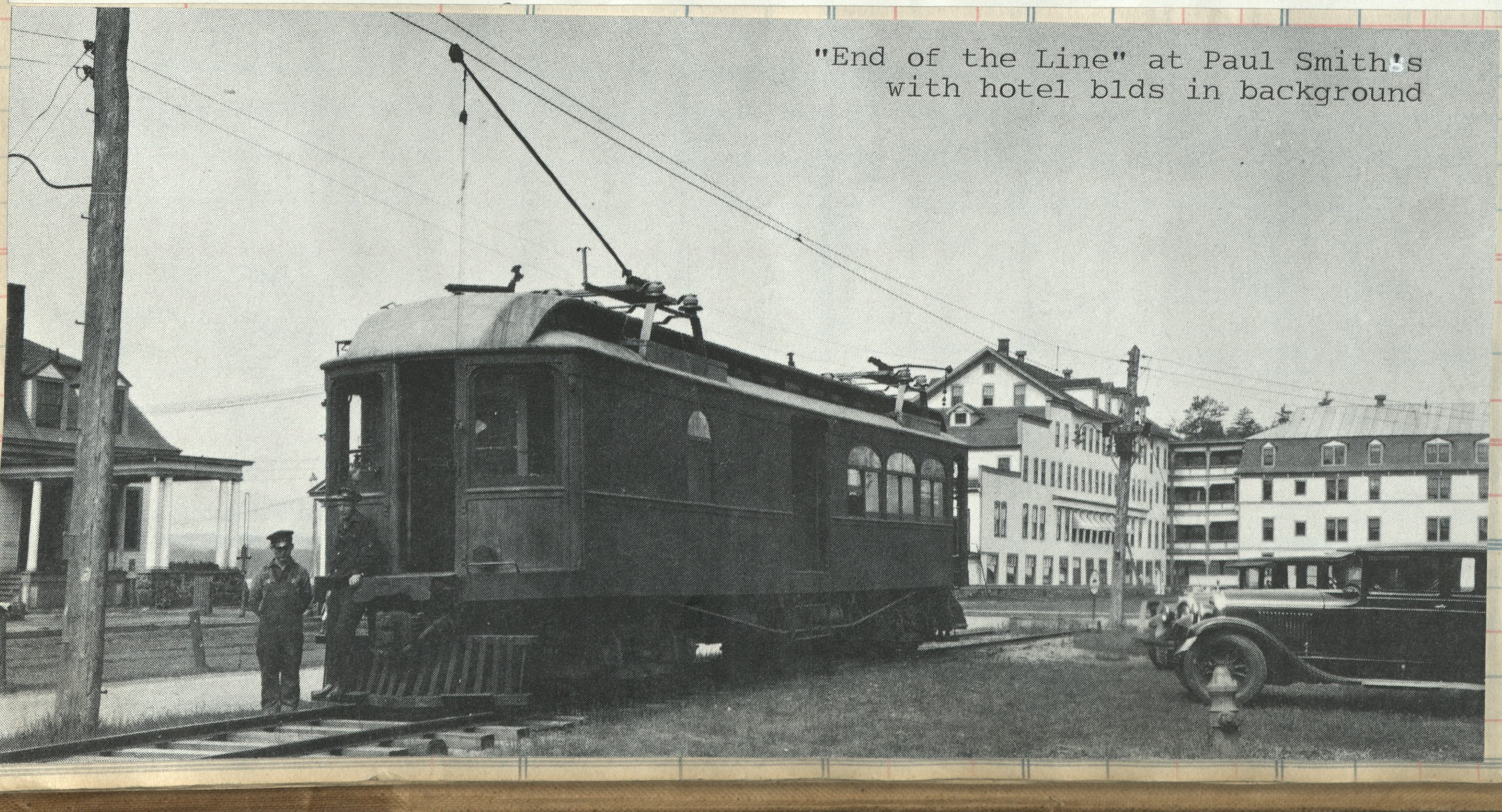

LAKE KUSHAQUA
Station Lake Kushaqua, N.Y., Adirondack Mts.

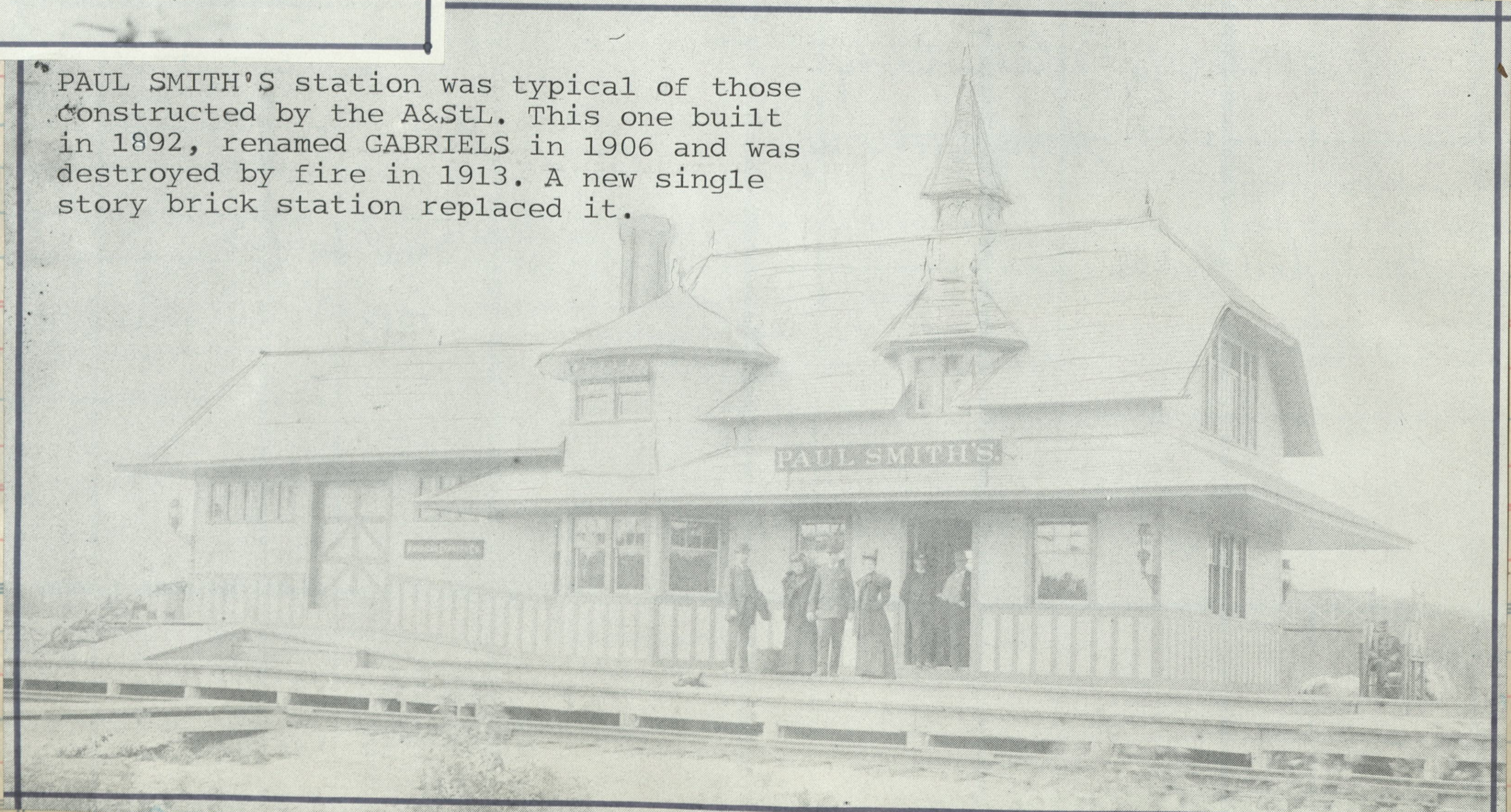
K-11's along Rainbow Lake


Line of seven miles constructed in 1906 from Lake Clear Jct. to the hotel at Paul Smith's. Car was constructed by J.C.Brill in 1906 at cost of $25,000. In this foto Mr. Paul Smith is at left with his two sons, c 1908. Line was abadoned in 1932. For several seasons a thru sleeper was operated between New York and Paul Smith's.

PAUL SMITH'S ELECTRIC LIGHT AND POWER AND RAILROAD COMPANY


to Malone & Montreal
to Plattsburg
SARANAC AND ST.REGIS WATERS
to Lake Placid
Rainbow
Gabriels
PAUL SMITHS HOTEL
LAKE CLEAR JC.
SARANAC LAKE STA.
LOWER SARANAC LAKE
Saranac Inn Sta.
SARANAC INN
MIDDLE SARANAC LAKE
UPPER SARANAC LAKE
WAWBEEK
Axton
to Ottawa
Tupper Lake Jc. (Faust P.O.)
TUPPER LAKE
BIG TUPPER LAKE
Piercefield Sta.
Childwold Sta.
Pleasant Lake
CANOE TRIP
CARRY
RAILROAD
RAND MC NALLY & CO., N.Y.
SCALE OF MILES
0 1 2 3 4 5 10
to Utica
Adirondack Division
Delaware & Hudson
Ottawa Division


"End of the Line" at Paul Smith's with hotel blds in background


PAUL SMITH'S

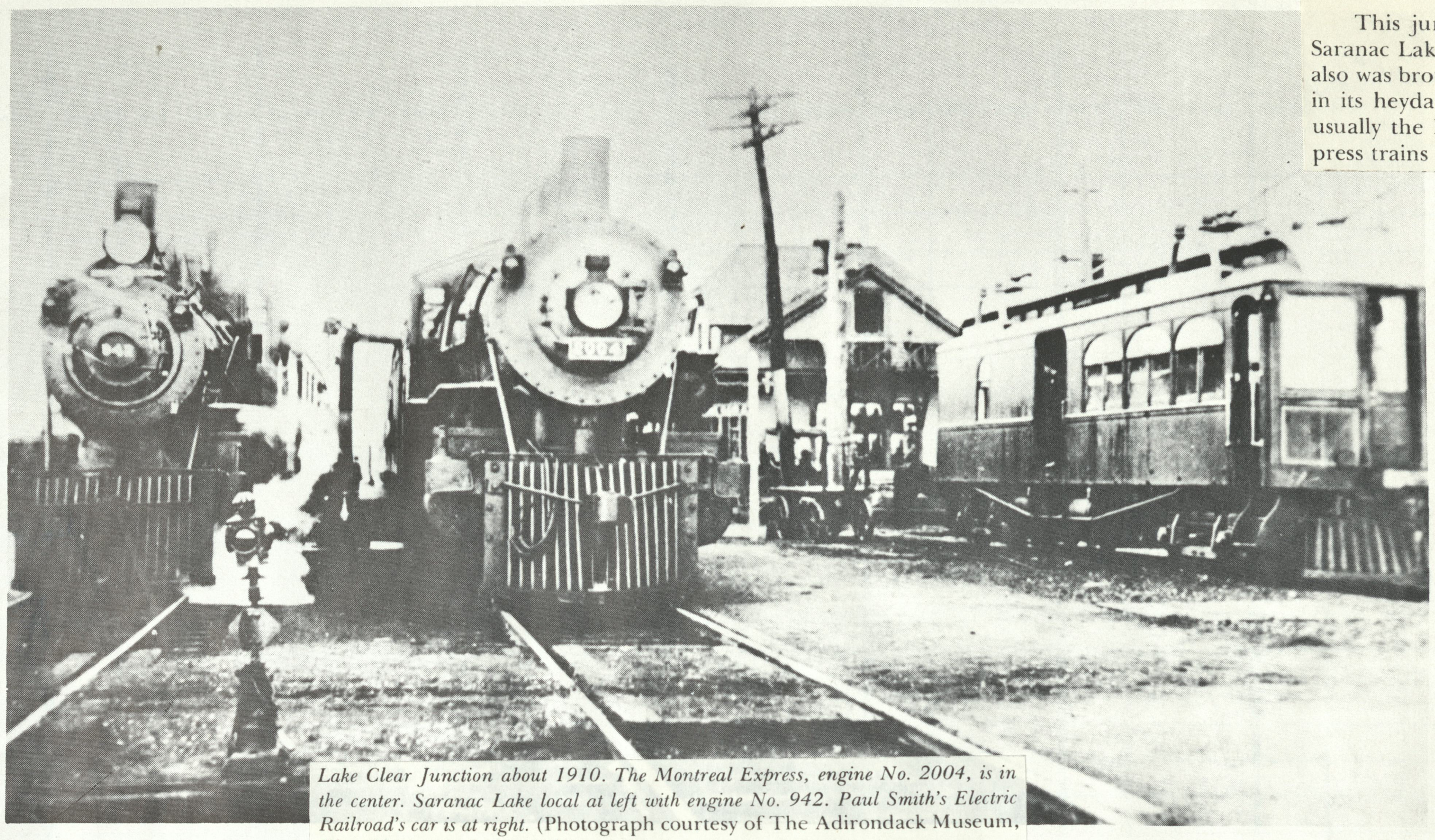
PAUL SMITH'S station was typical of those constructed by the A&StL. This one built in 1892, renamed GABRIELS in 1906 and was destroyed by fire in 1913. A new single story brick station replaced it.

41

Clos. No. Sold Amount Clos. No. Sold

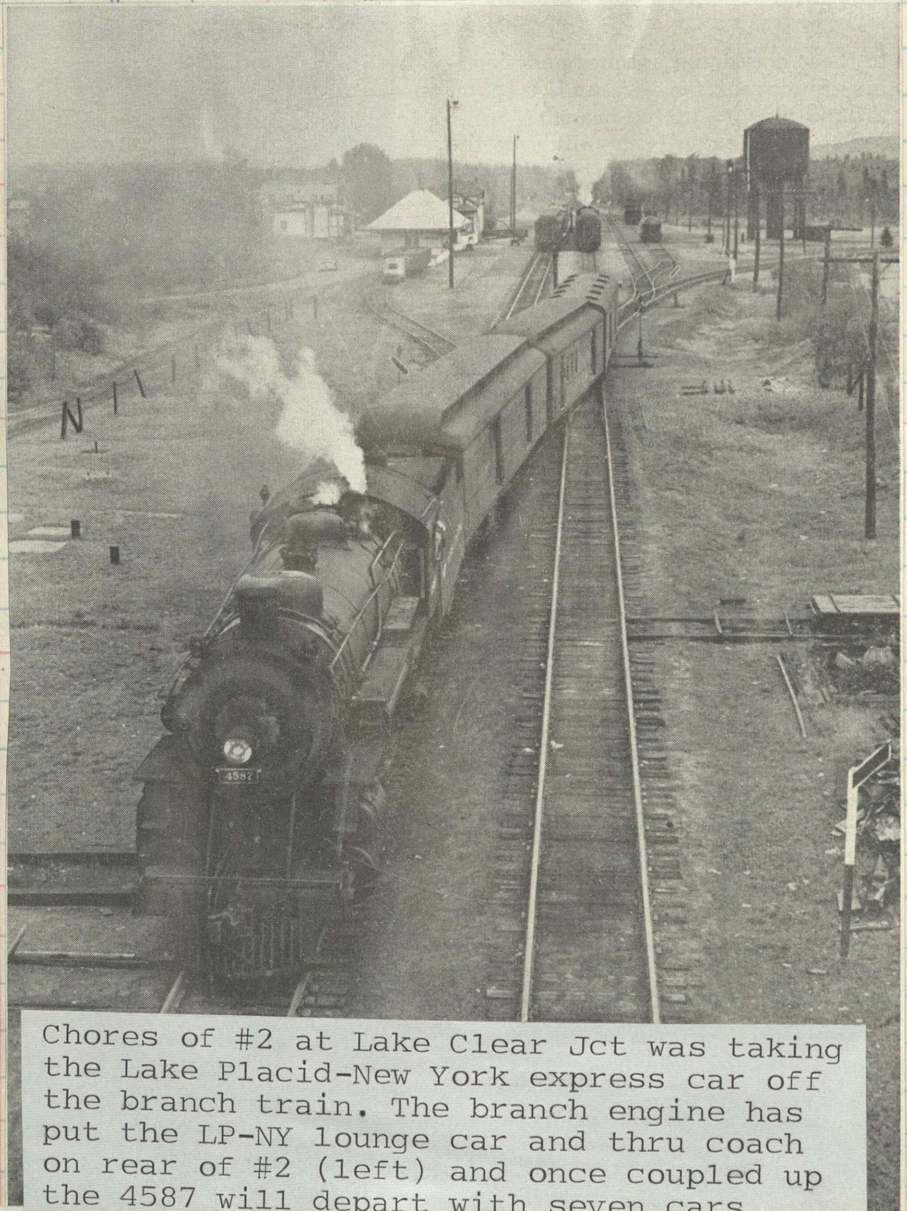
LAKE CLEAR JUNCTION

This junction was the connecting point for the branch line to Saranac Lake and Lake Placid. In 1906 Paul Smith's electric railroad also was brought into Lake Clear Junction. This was a very busy place in its heyday. Some trains were run directly into Saranac Lake but usually the Pullmans were shifted from the Malone or Montreal express trains and run over the branch line to Lake Placid.

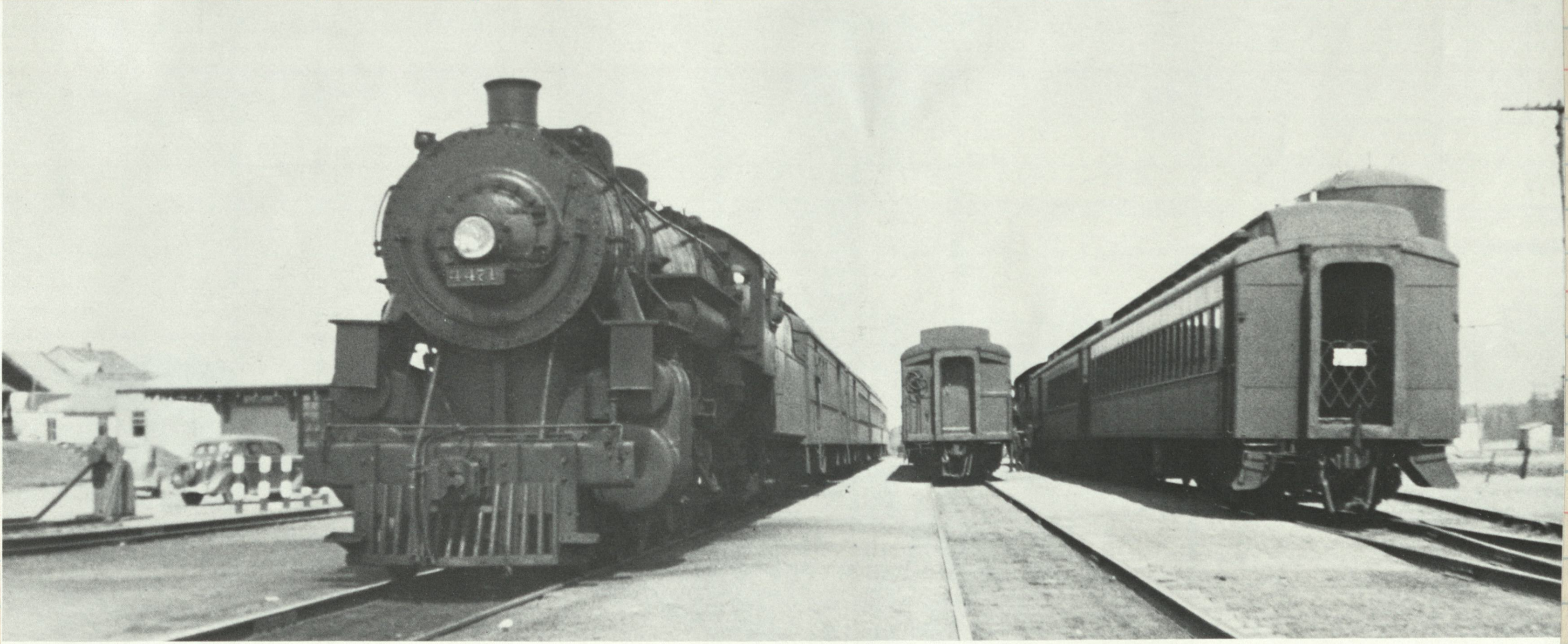


Lake Clear Junction about 1910. The Montreal Express, engine No. 2004, is in the center. Saranac Lake local at left with engine No. 942. Paul Smith's Electric Railroad's car is at right. (Photograph courtesy of The Adirondack Museum, Blue Mountain Lake, N.Y.)

The 2004, one of the Buchanan Ten wheelers and the 942 a Class Cc 4-4-0 from Schenectady c/n 4657 blt 1898



Chores of #2 at Lake Clear Jct was taking the Lake Placid-New York express car off the branch train. The branch engine has put the LP-NY lounge car and thru coach on rear of #2 (left) and once coupled up the 4587 will depart with seven cars.

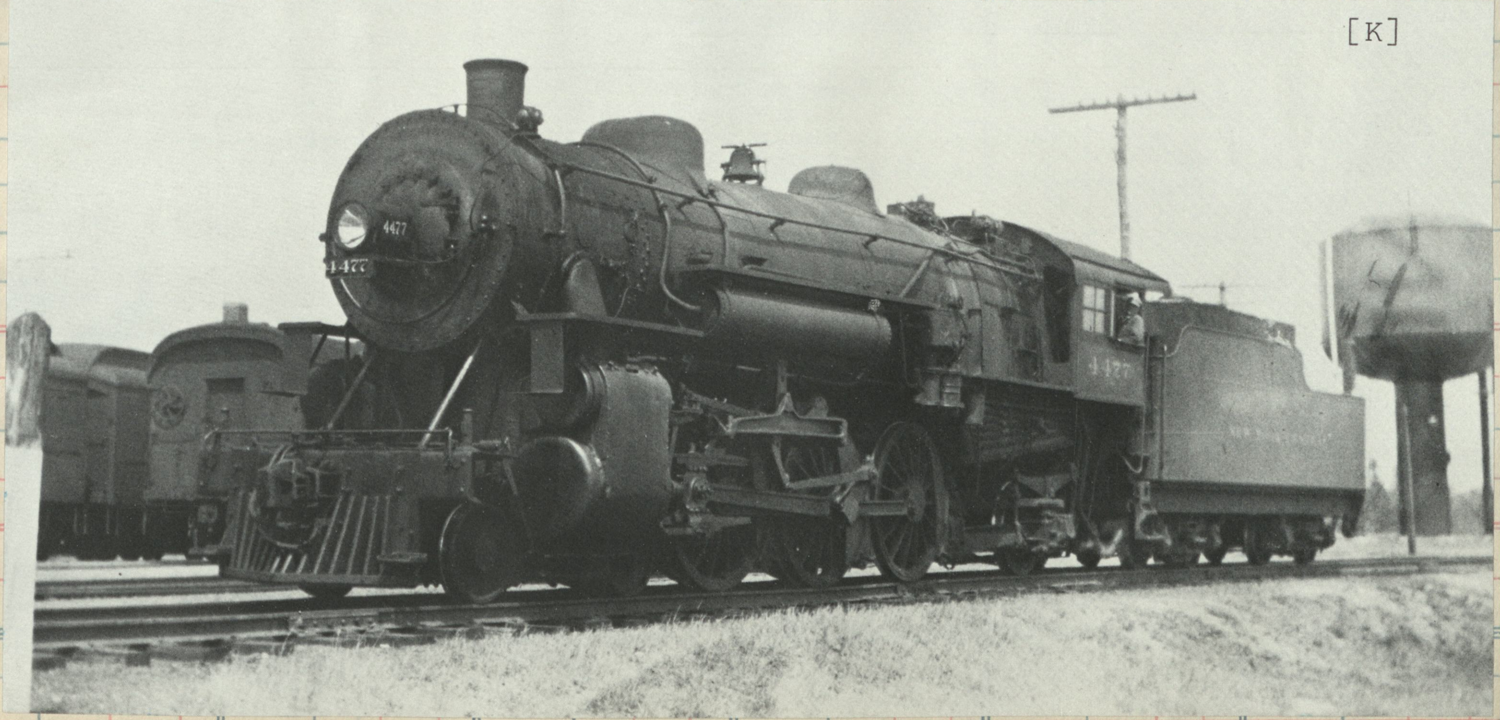


A three-way meet (above) at Lake Clear Junction, N.Y., April 24, 1938. Pacific 447[illegible], at left, is on Utica-bound Train 22. In the middle, Train 148 awaits departure of the others before heading up the Saranac Branch to Lake Placid, while at right is Train 13, which will leave shortly for Malone and Montreal. K11c 4477 (below) is at Lake Clear

[K]

North end of Lake Clear Jct. yard c 1954. Note abandoned right of way of PSEL&P&RRCo at left.

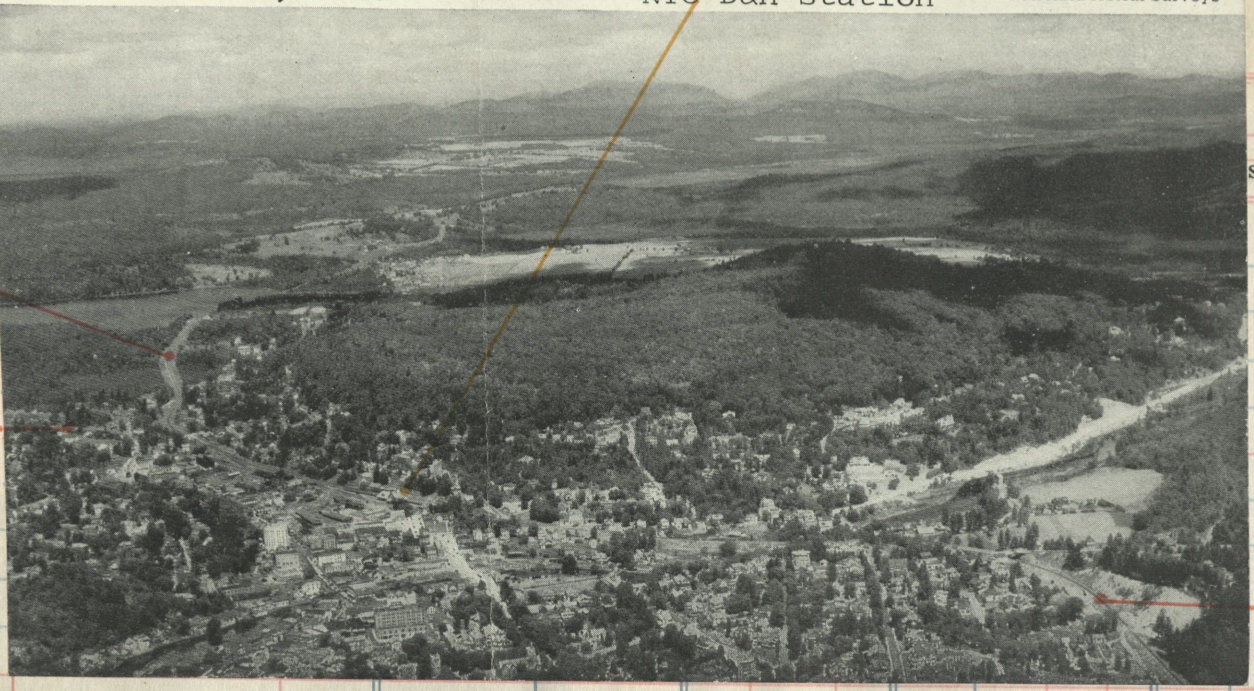
[K]



K-11c 4477, Baldwin 1912 c/n 37373, on the south leg of the wye at Lake Clear Jct. July 30, 1938

SELLER
DATE
FORM

Saranac Lake, N.Y. NYC-D&H station Fairchild Aerial Surveys

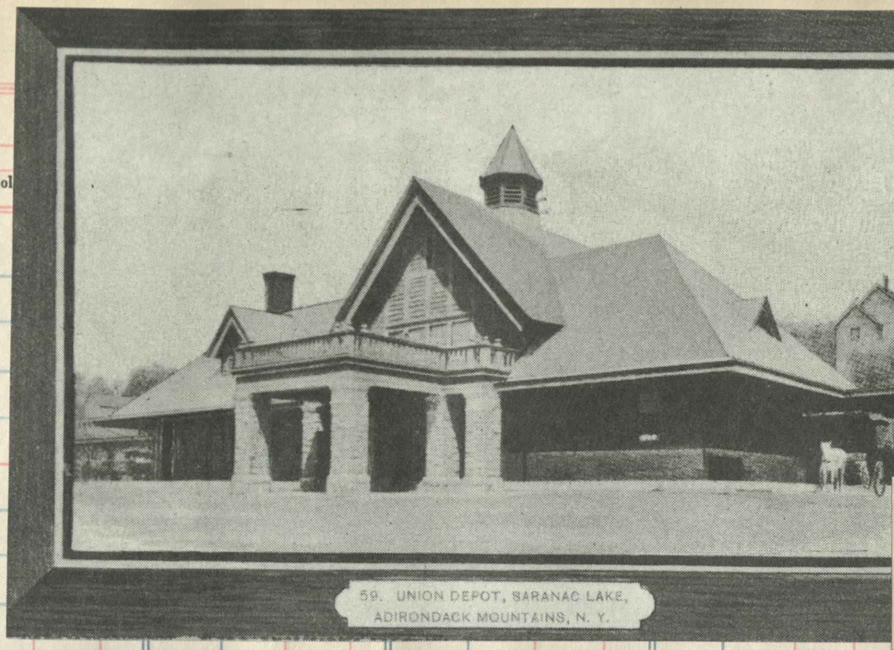


D&H to Plattsburg

NYC to Lake Clear Jct.

D&H to Lake Placid

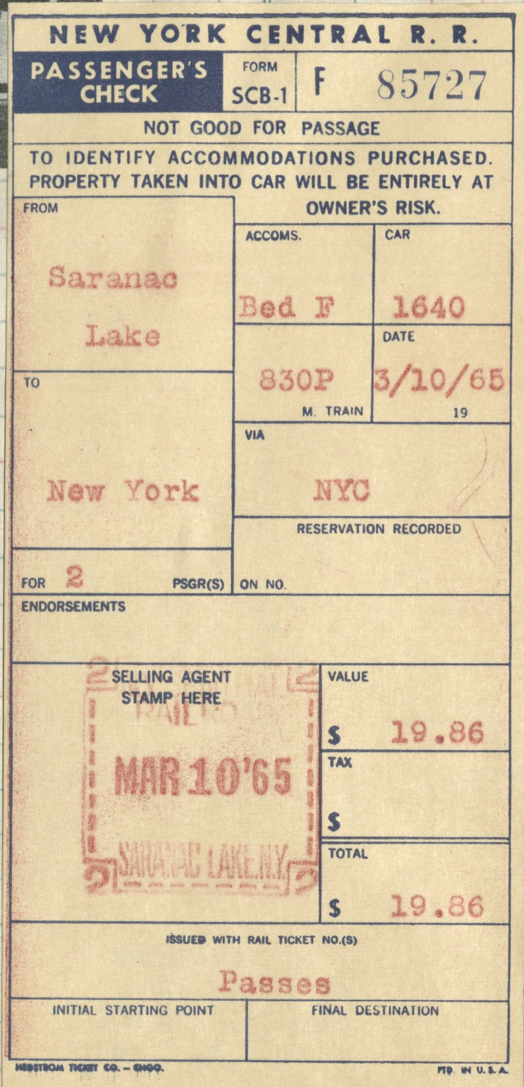
Sold Amount Clos. No. Sol



59. UNION DEPOT, SARANAC LAKE, ADIRONDACK MOUNTAINS, N. Y.

Father worked 2nd trick here 1913-14

Of the thousands upon thousands of sleeping car tickets issued at Saranac Lake, the one below had to be among the very last as all passenger service was discontinued 6 weeks later. This one for McK and wife



NEW YORK CENTRAL R. R.

PASSENGER'S CHECK FORM SCB-1 F 85727

NOT GOOD FOR PASSAGE

TO IDENTIFY ACCOMMODATIONS PURCHASED. PROPERTY TAKEN INTO CAR WILL BE ENTIRELY AT OWNER'S RISK.

FROM Saranac Lake

ACCOMS. Bed F

CAR 1640

830P M. TRAIN

DATE 3/10/65 19

TO New York

VIA NYC

RESERVATION RECORDED ON NO.

FOR 2 PSGR(S)

ENDORSEMENTS

SELLING AGENT STAMP HERE MAR 10'65 SARANAC LAKE, N.Y.

VALUE $ 19.86

TAX $

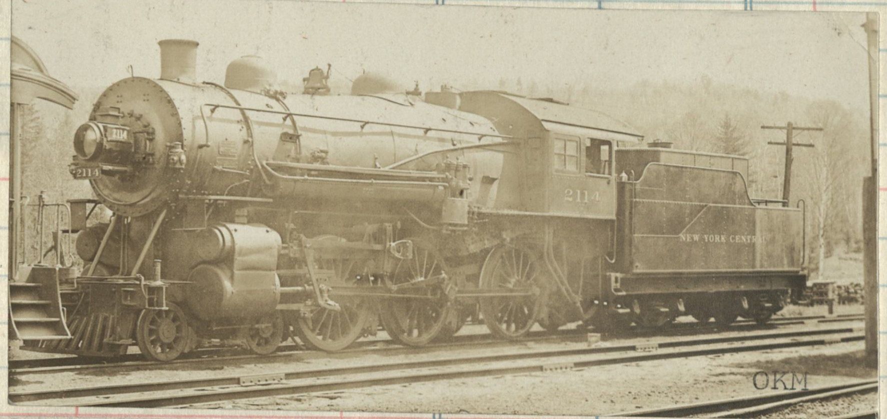
TOTAL $ 19.86

ISSUED WITH RAIL TICKET NO.(S) Passes

INITIAL STARTING POINT

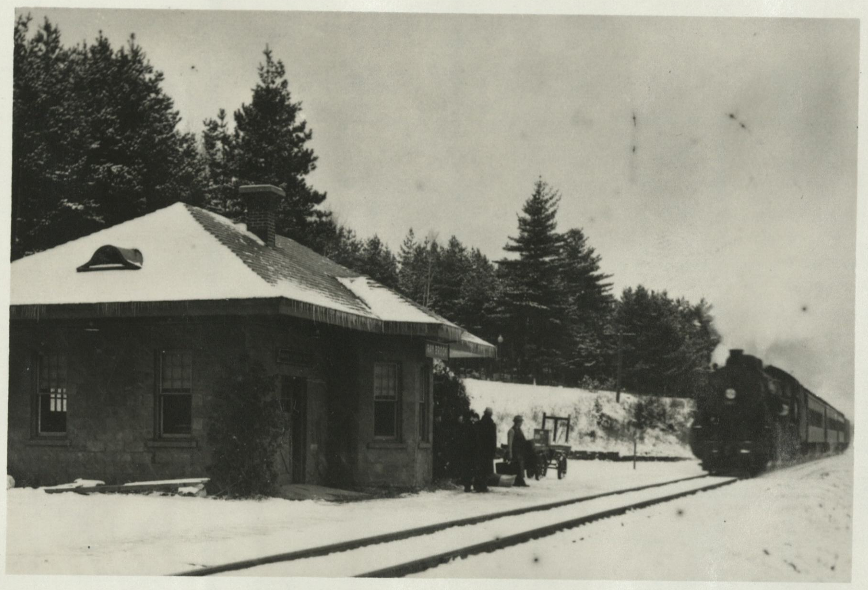
FINAL DESTINATION

HEDSTROM TICKET CO. – CHGO. PTD. IN U.S.A.

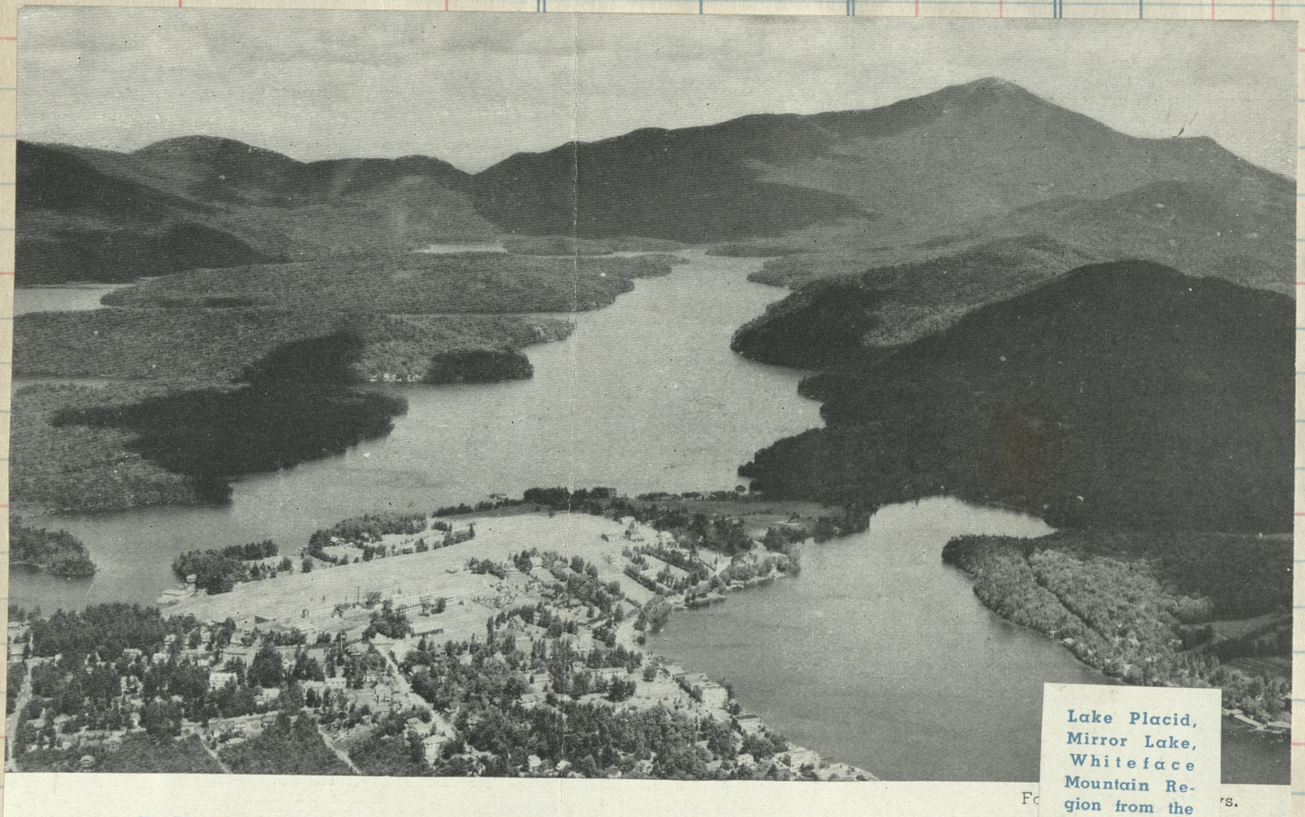


Class F-12e
Schenectady 1907
c/n 43651

These ten wheelers were the regular passenger power on the Adk Div c 1910-1916. This oil burner was photoed in the yard at Saranac Lake about 1915.



NYC train as D&H Trn #89 arriving Ray Brook.



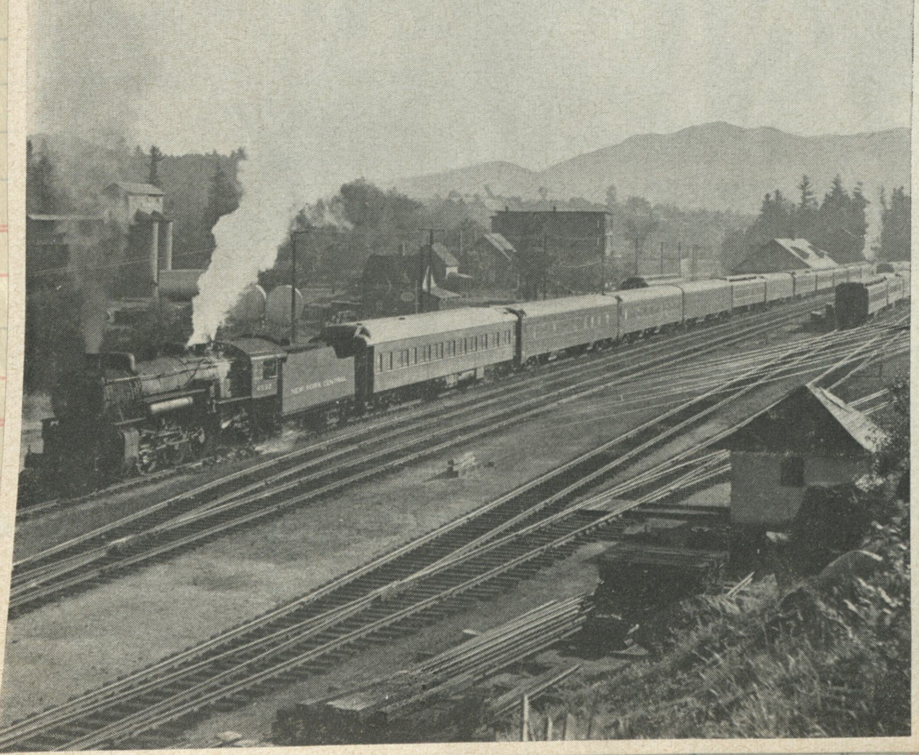
Fo s.

LAKE PLACID . . .

Lake Placid, Mirror Lake, Whiteface Mountain Region from the Air.

Whiteface mountain as seen across Lake Placid from grounds of the Whiteface Inn

N.Y.C. train in the D&H yard at Lake Placid



The Gothics, seen from Upper Ausable Lake

in area S E of Lake Placid

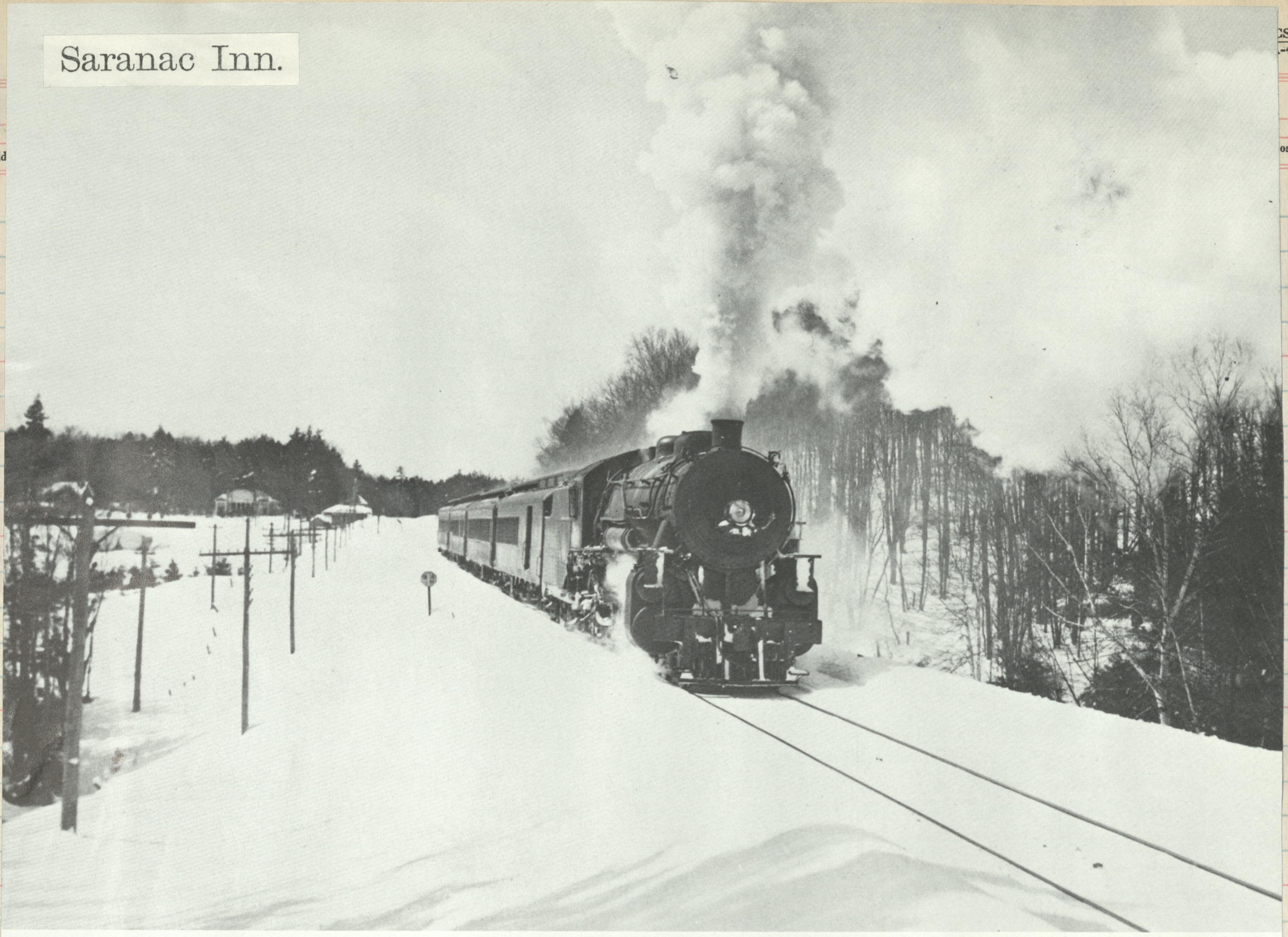
2-43 1000 bks. (Eureka 96728)
Printed in U. S. A.

CUT HERE
To Make
Short Sheet

Clos. No. | Sold | Amount | Clos. No. | Sold

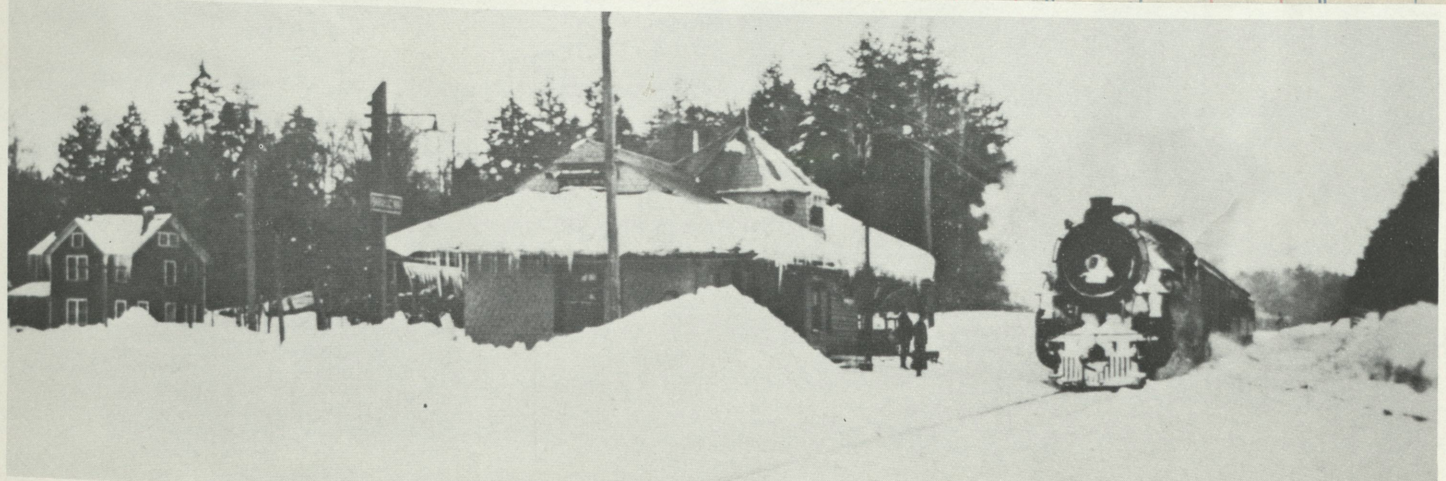
Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

Saranac Inn.



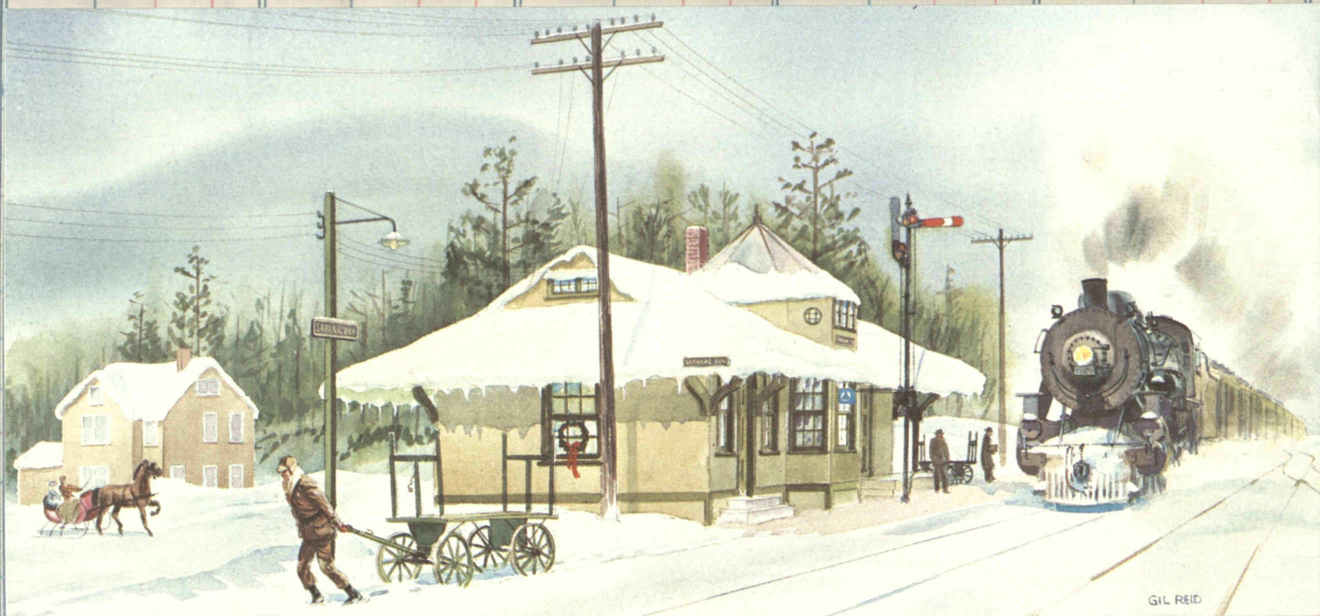
New York Central K11b Pacific 4483 gets under way with Train 11 after its station stop at Saranac Inn, N.Y., bound for Malone and, ultimately, Montreal. It is March 24, 1940, five days into Spring, but Adirondack winters have no respect for dates. [K]

This time shot was taken with a 620 Kodak on a bright moonlight night in February 1940 [K]

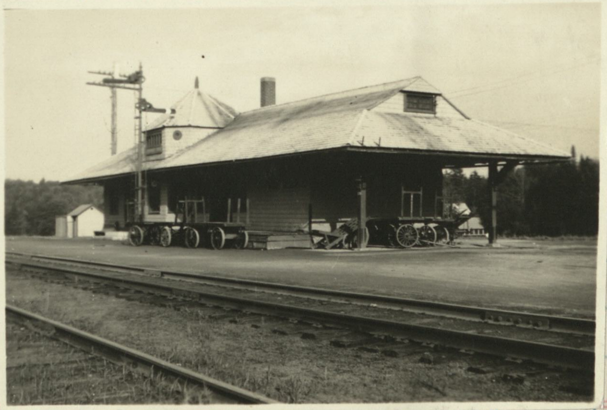


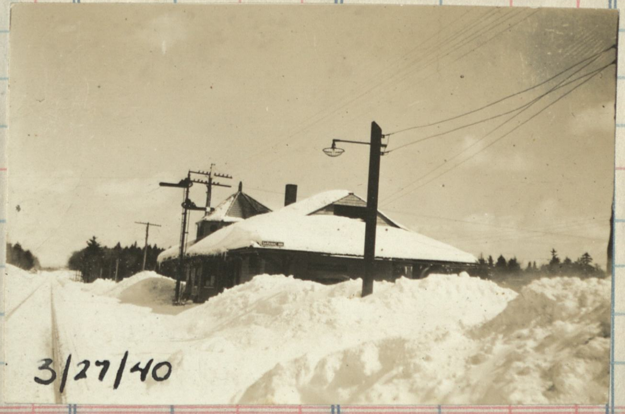
Train No. 3 with K-11a No. 4490 in command drifts into Saranac Inn for a station stop to pick up the mail, some items of express, and maybe a passenger or two and then hurry on to Malone and her terminal at Montreal on March 26, 1940.

Photo by F. Ray McKnight.



A watercolor done by Gil Reid and used on Christmas card issued by Leanin' Tree 1984

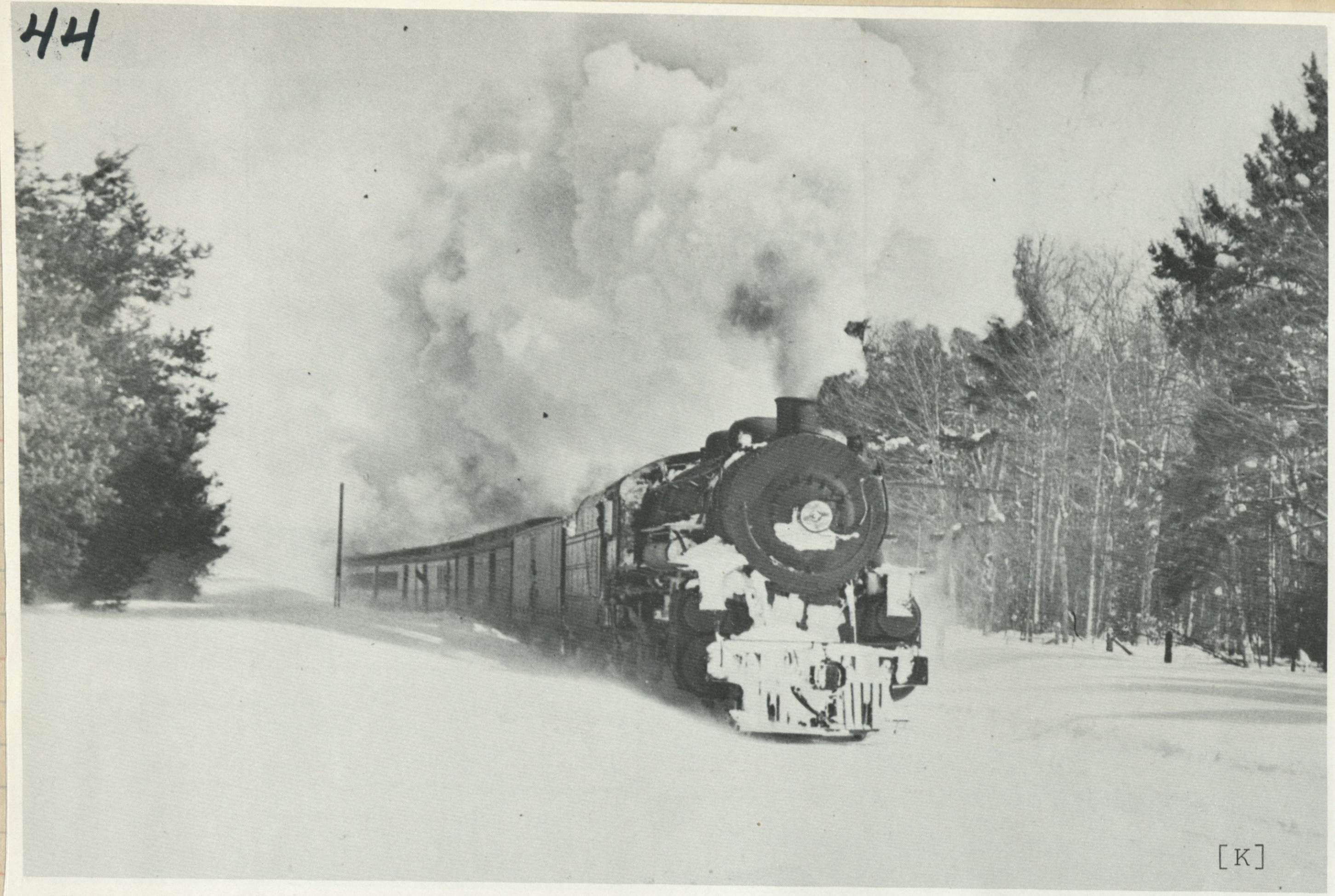




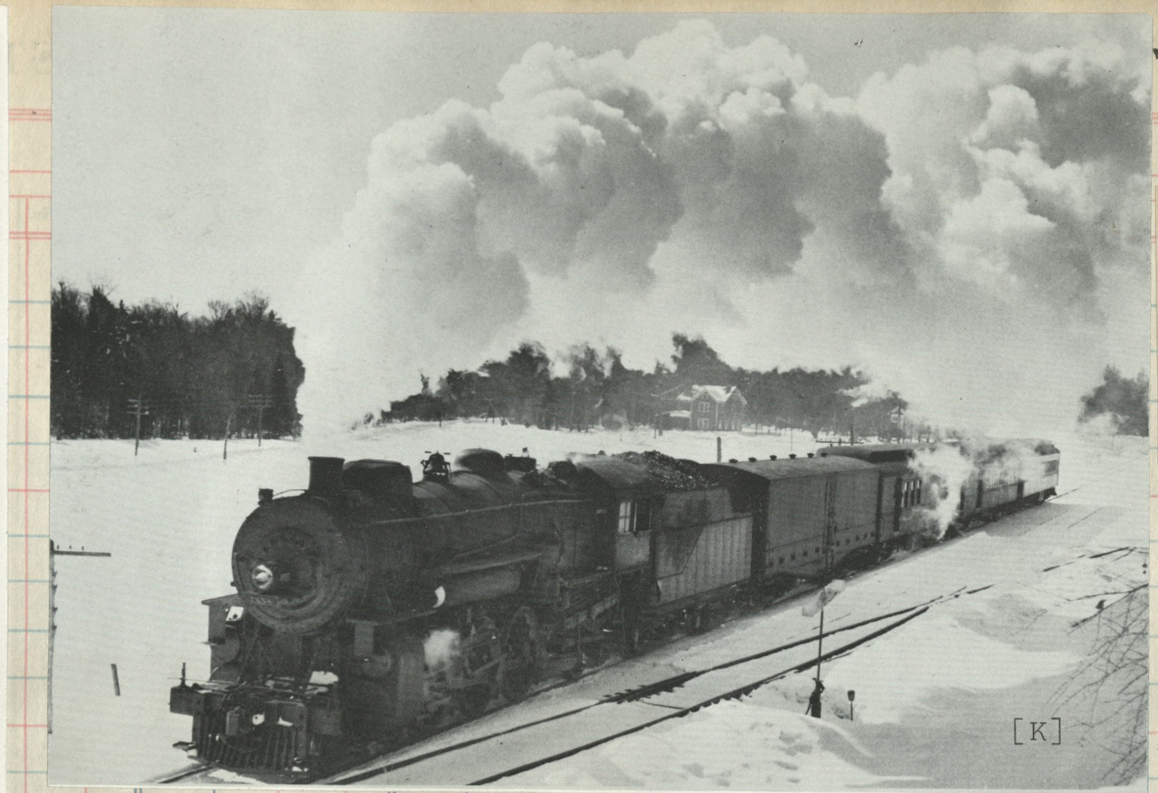
3/27/40

SARANAC INN station.....Father was Agent here 1935 to 1955 and the office where he taught me the numerous duties connected with being an Agent the winter of 1937-38. Also, it was the site of my first job after I had hired on when I covered the second trick for two days in August of 1938.

McK



Adirondack Division train No. 2 with K-11b 4507 cuts a path through the freshly fallen snow as she leaves Saranac Inn on March 26, 1940.



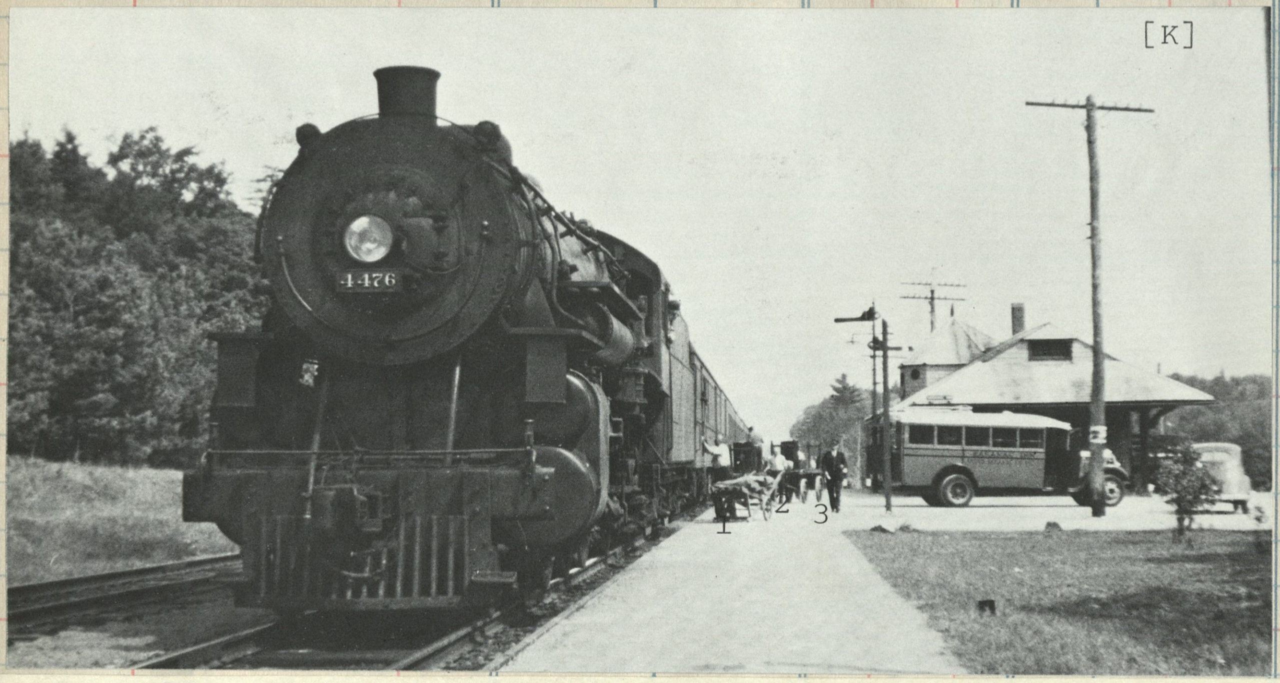
Trn #11 departs with the 4558 (K-11e) leaving a beautiful plume of steam exhaust in the frigid air.

2/21/40

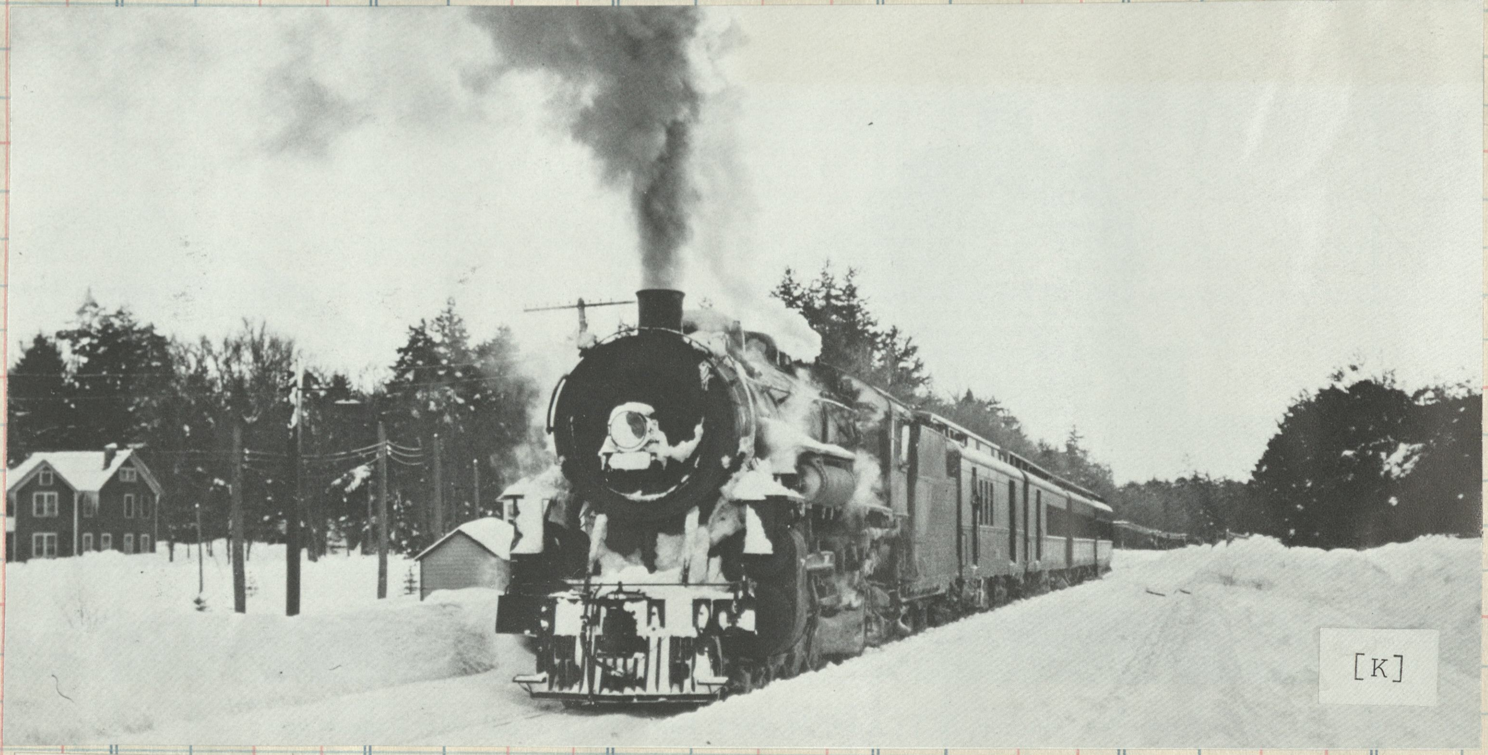
MALONE & UTICA
TR. 3
JAN
25
1938
R.P.O.

NYCS
G-76

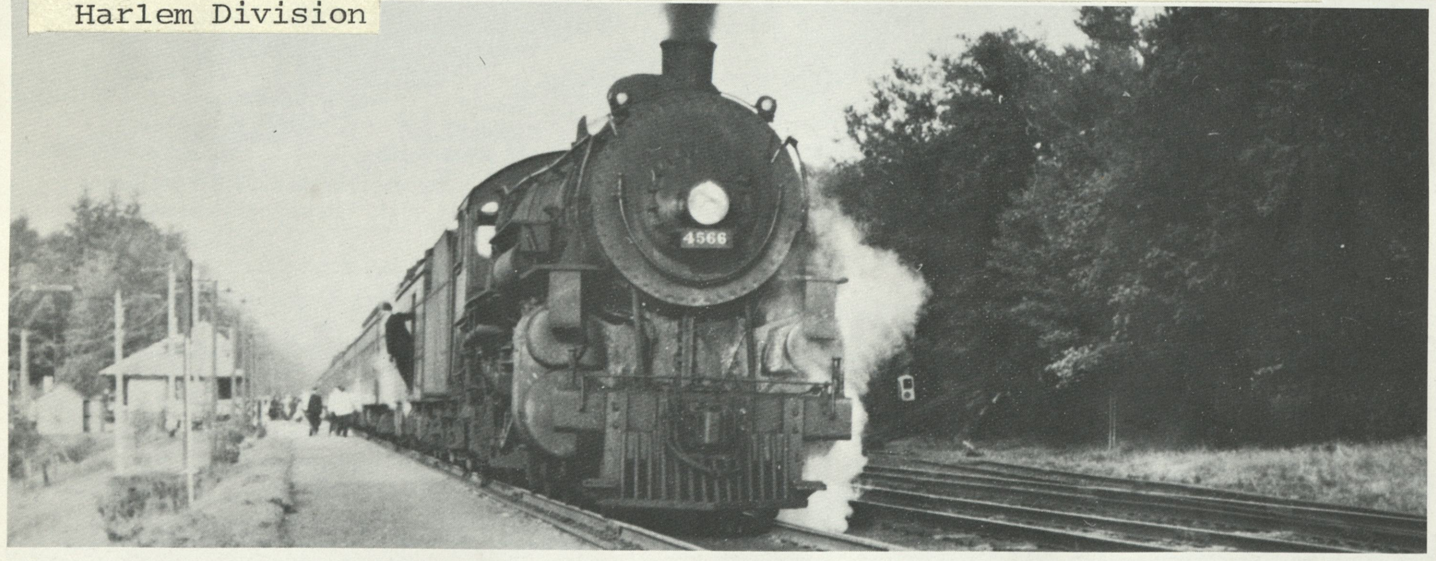
Printed in U. S. A.



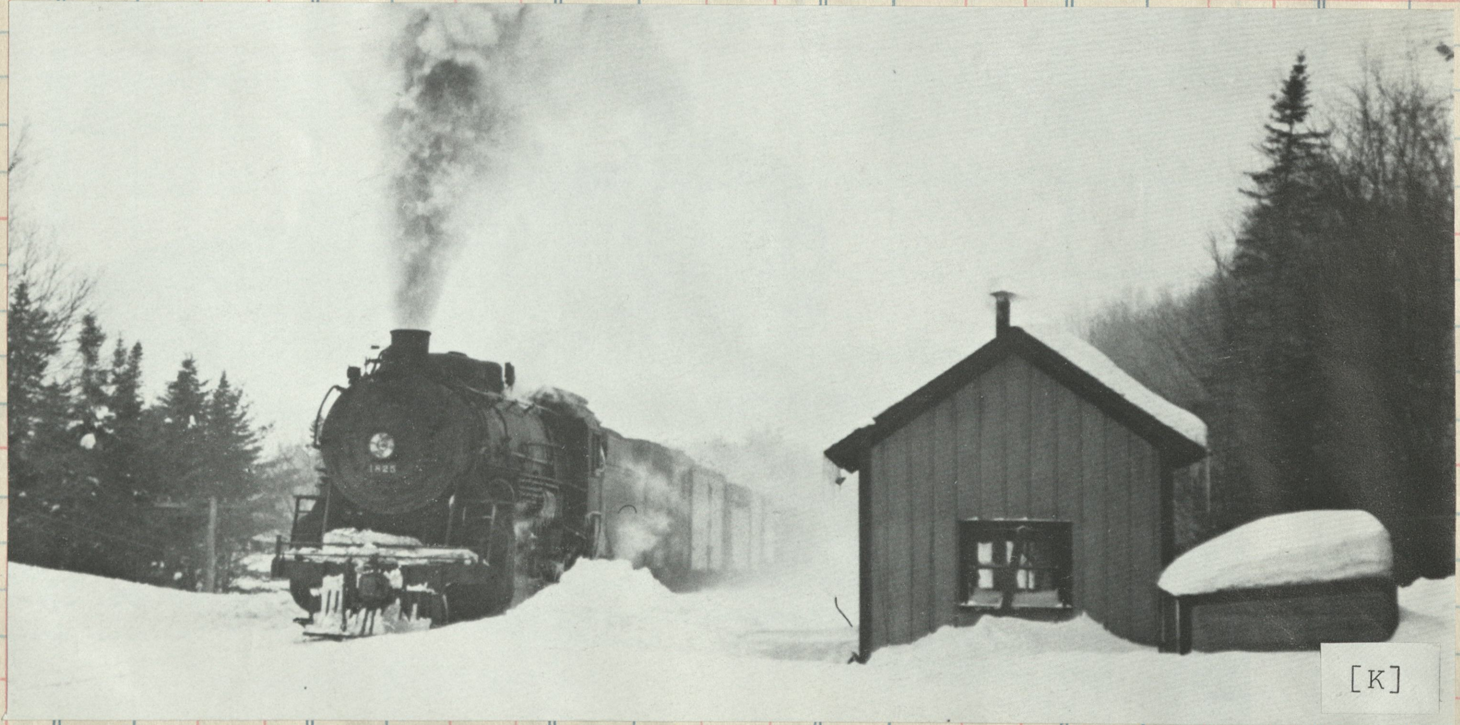
The 4476, a K-11c, has brought Trn #2 in Saranac Inn on a July day in 1940. Activity shown (1) Tom Poose loading aboard the U.S.Mails, (2) My father is pulling up another truck of express to the car door and (3) the head end man is walking up to open the south switch to allow #11 to head in. This was among the last photos I took on the Adk as the next month I tfr to the Harlem Division



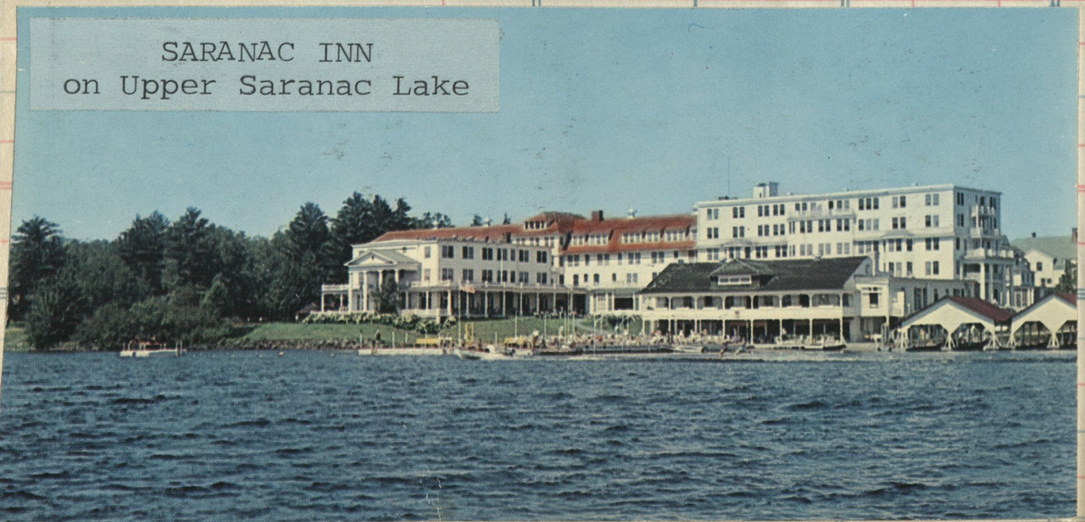
The 4483 (K-11b) shows results of breaking thru the snows with Trn #3 on arrival at Saranac Inn. 3/25/40



Passenger Extra No. 4566 North unloads a cargo of first class passengers at Saranac Inn, N.Y. with a consist of one club car and six sleeping cars in September, 1939.
Photo by F. Ray McKnight

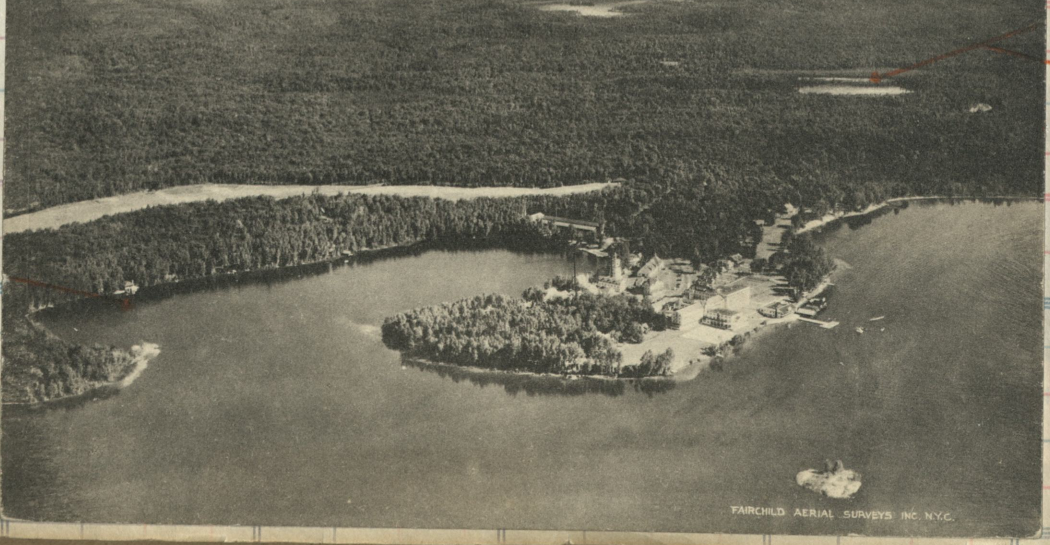


Trn RM-1 with 1825, H-6a 2-8-2, getting under way passes the company bunkhouse that was my residence for about three years, small but cozy and comfortable
March 25, 1940



SARANAC INN
on Upper Saranac Lake

Trn #2 with nine cars approaching Saranac Inn.

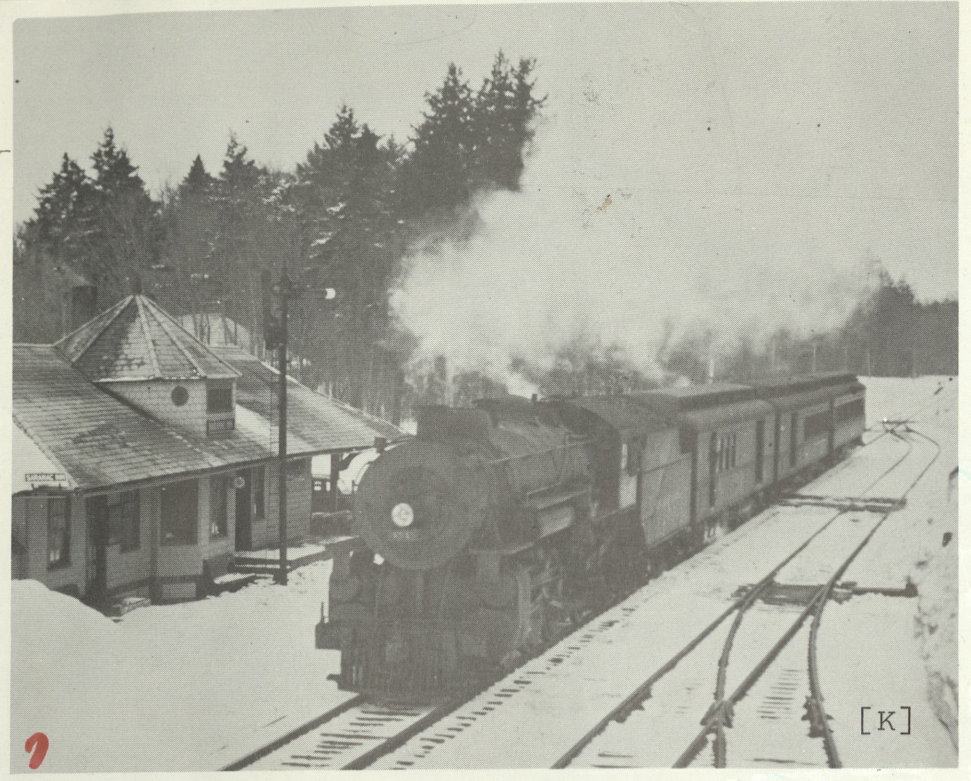


Saranac Inn Adirondacks, N. Y.

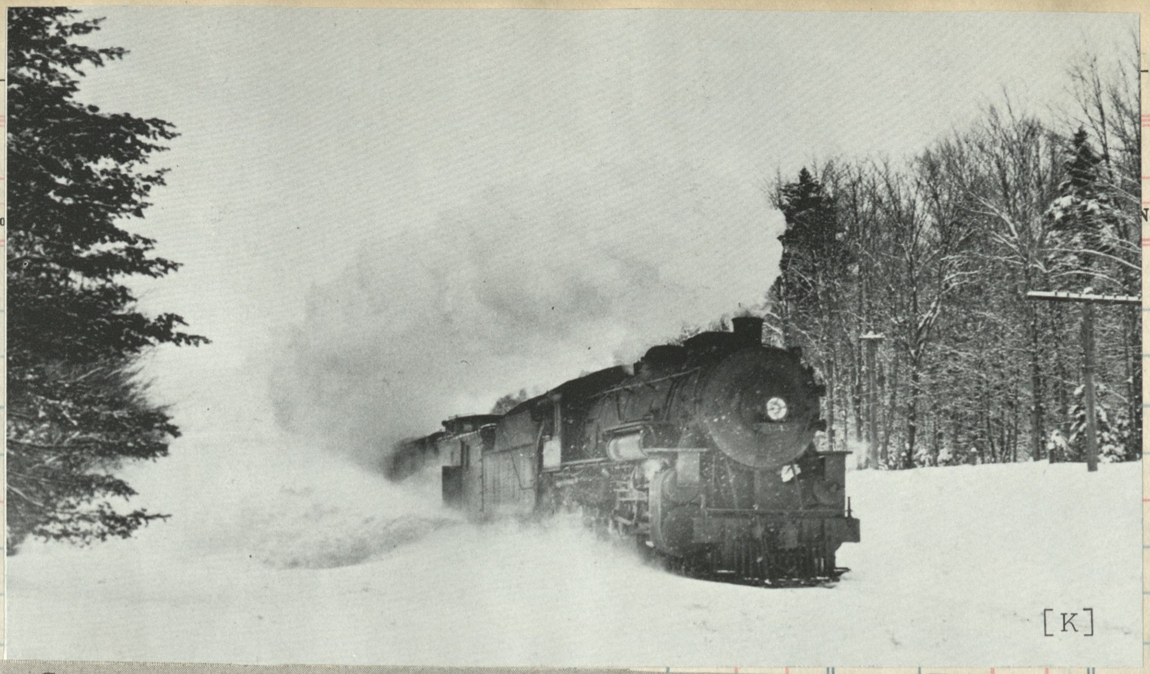
FAIRCHILD AERIAL SURVEYS INC. N.Y.C.

Railroad and Hoel Pond, approx 2 mi south of Saranac Inn station

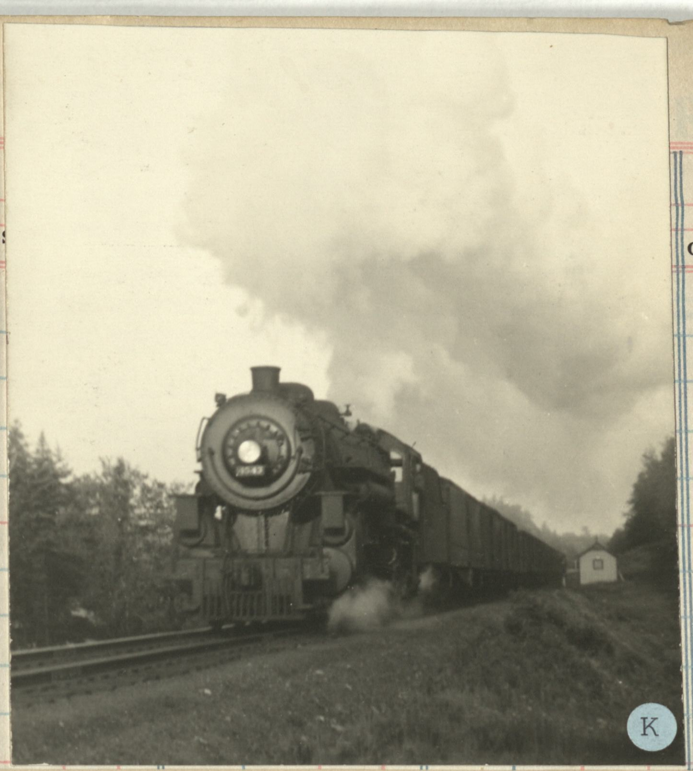
Saranac Inn stood on site of a sawmill blt by the Maine Company of Boston in 1850



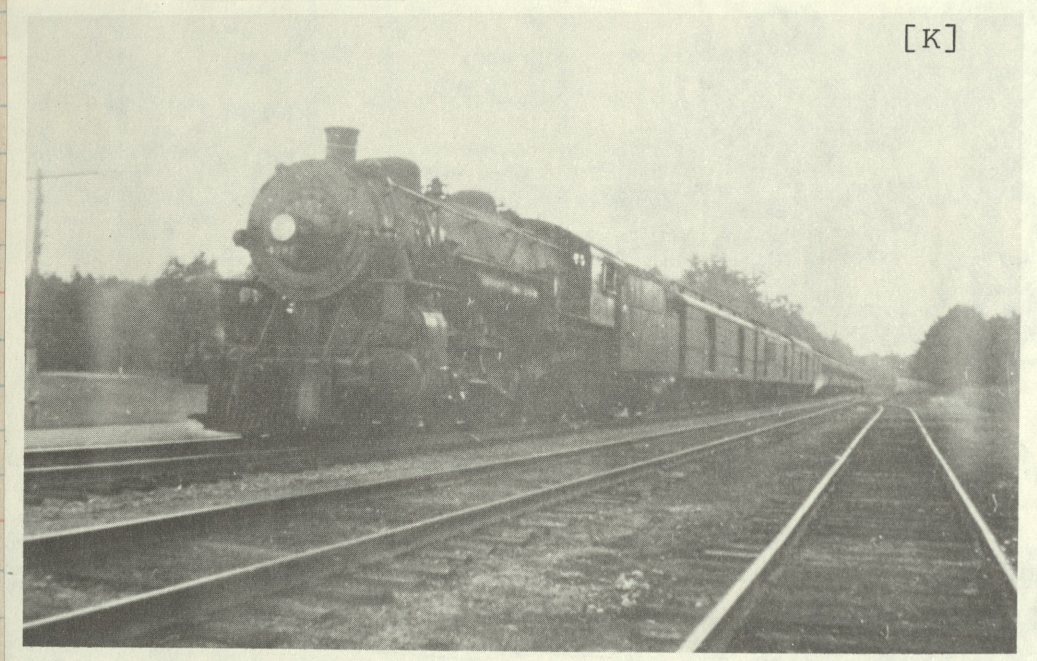
Trn #11 pulls up the main after its meet with Trn #2 at Saranac Inn Jan 1938 (4545 K-11e)



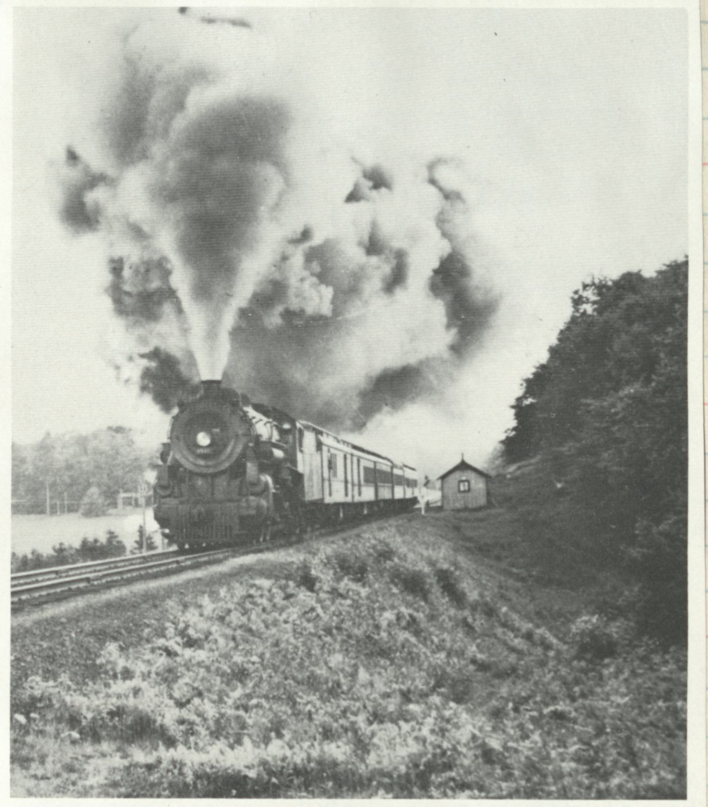
Snow was not all that much of an operational problem but the flanger did see frequent use keeping the track clean. Here is is on 2/5/38 with the 4543 just north of Saranac Inn.



The 4543 (K-11e) swings thru Saranac Inn with eleven cars of Trn #5 -- July 1937

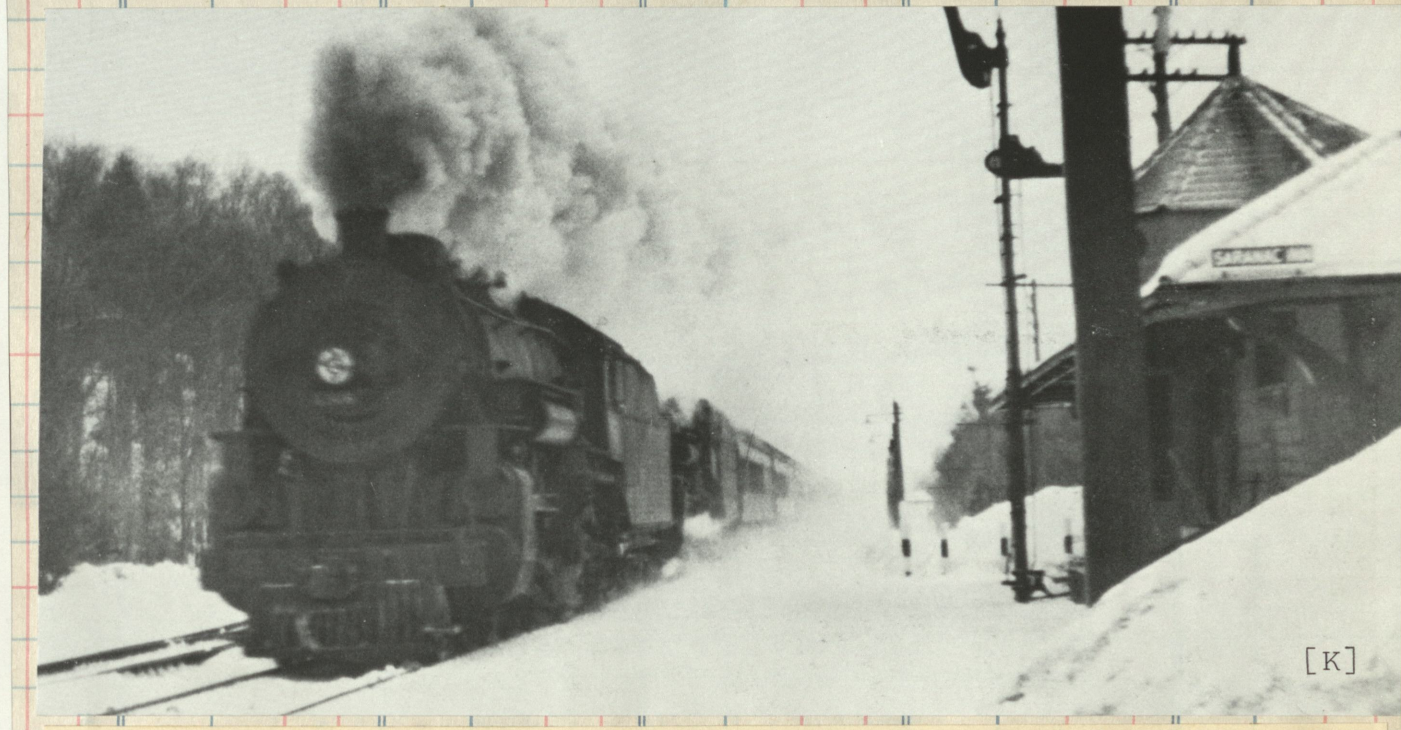


Dawn of Sept. 4, 1937 finds 2nd #5 with nine cars standing at Saranac Inn waiting for the block. Power is the 4597, a K-11f, Schenectady 1913 c/n 54194



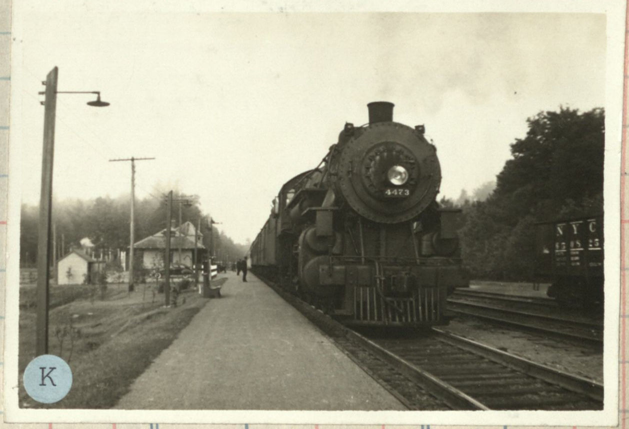
Oil burning N.Y.C. K-11b No. 4515 charges out of Saranac Inn, N. Y. with train No. 3 on a warm July afternoon in 1939.

Photo by F. Ray McKnight

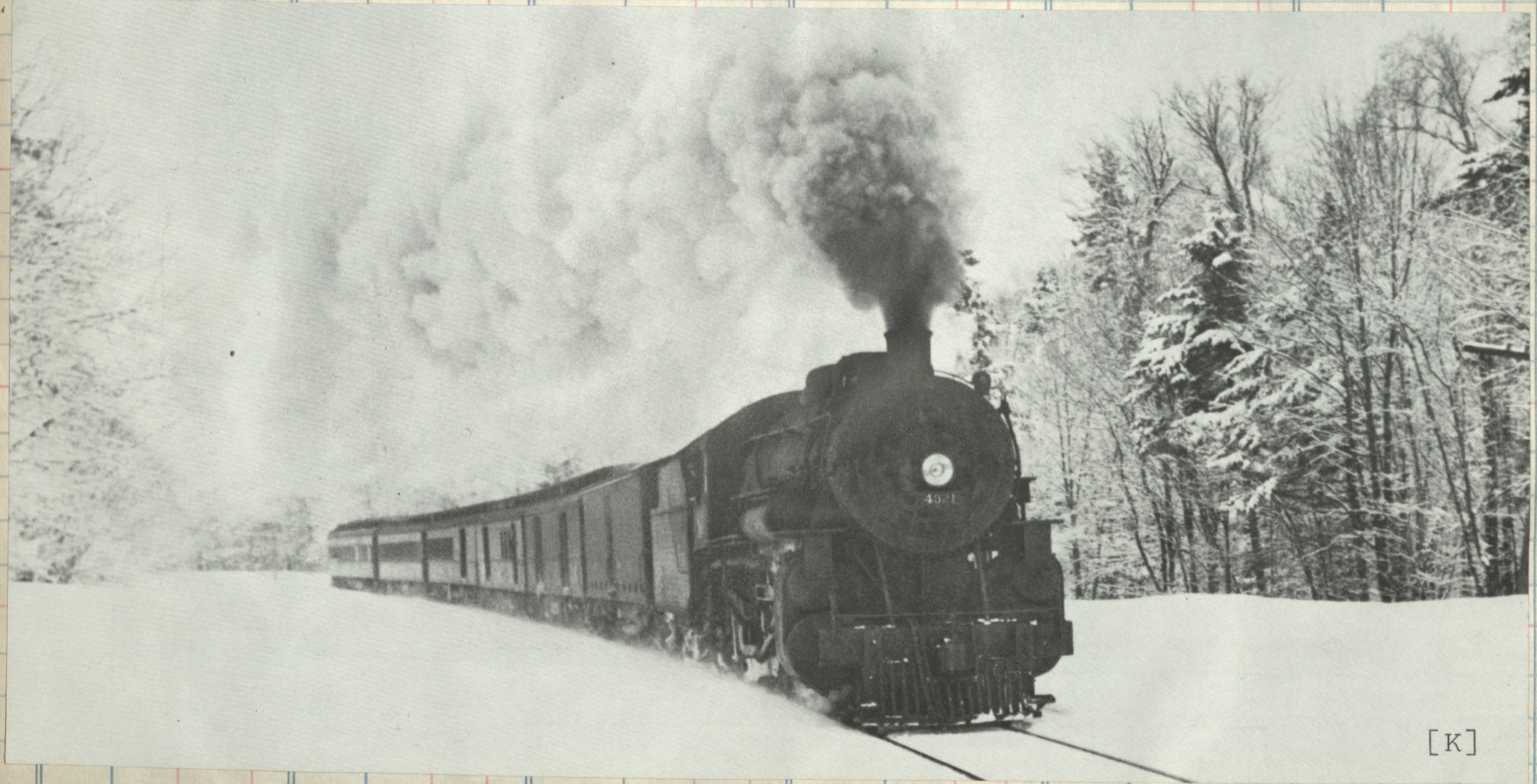


K-11e 4566 is shouting back to the "main line" Pacific 4741 (K-3n) "Follow me!" as they roar thru Saranac Inn with train of deadhead sleepers on February 5, 1938.

Along Lily Pad Pond



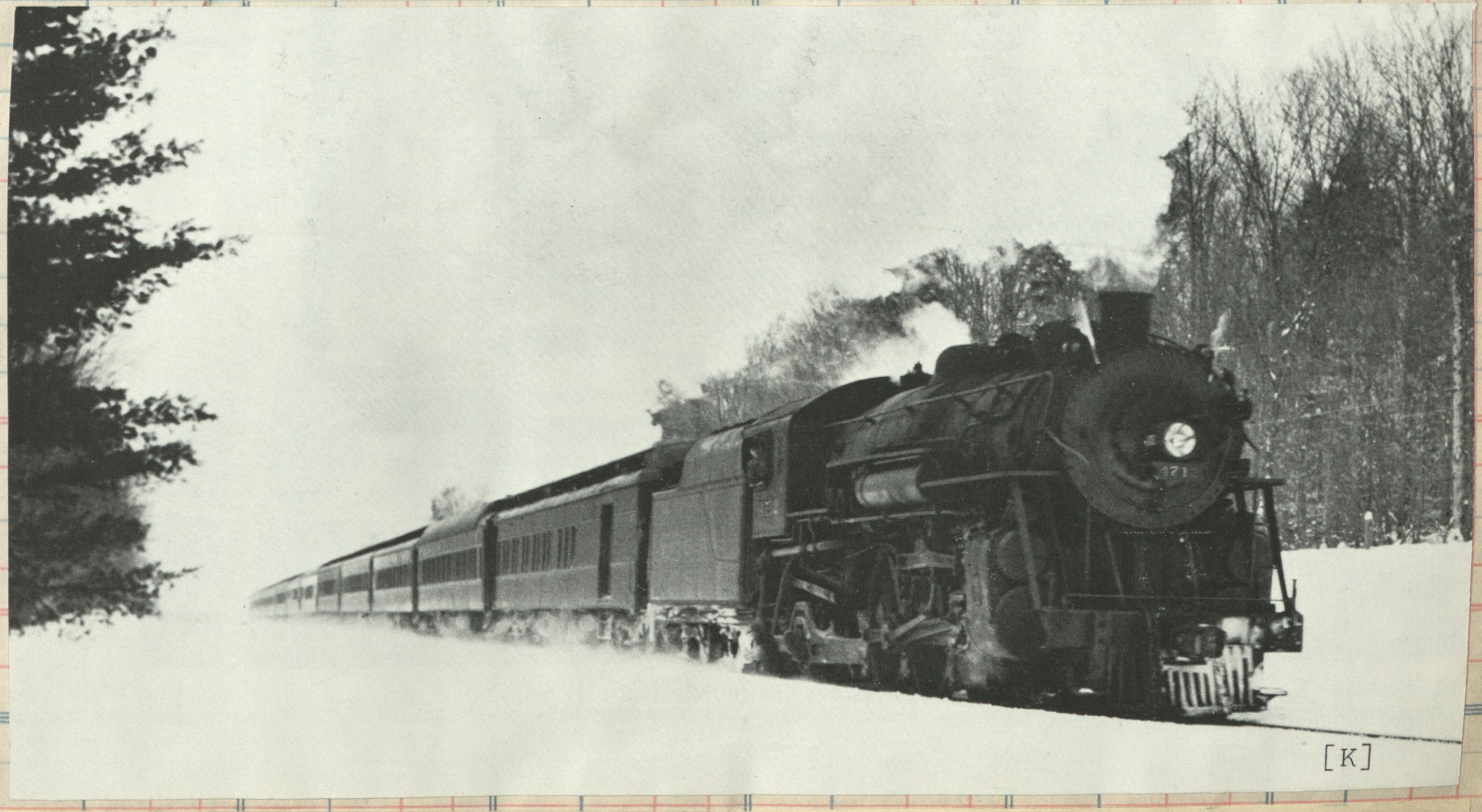
Trn #17 August 24, 1937



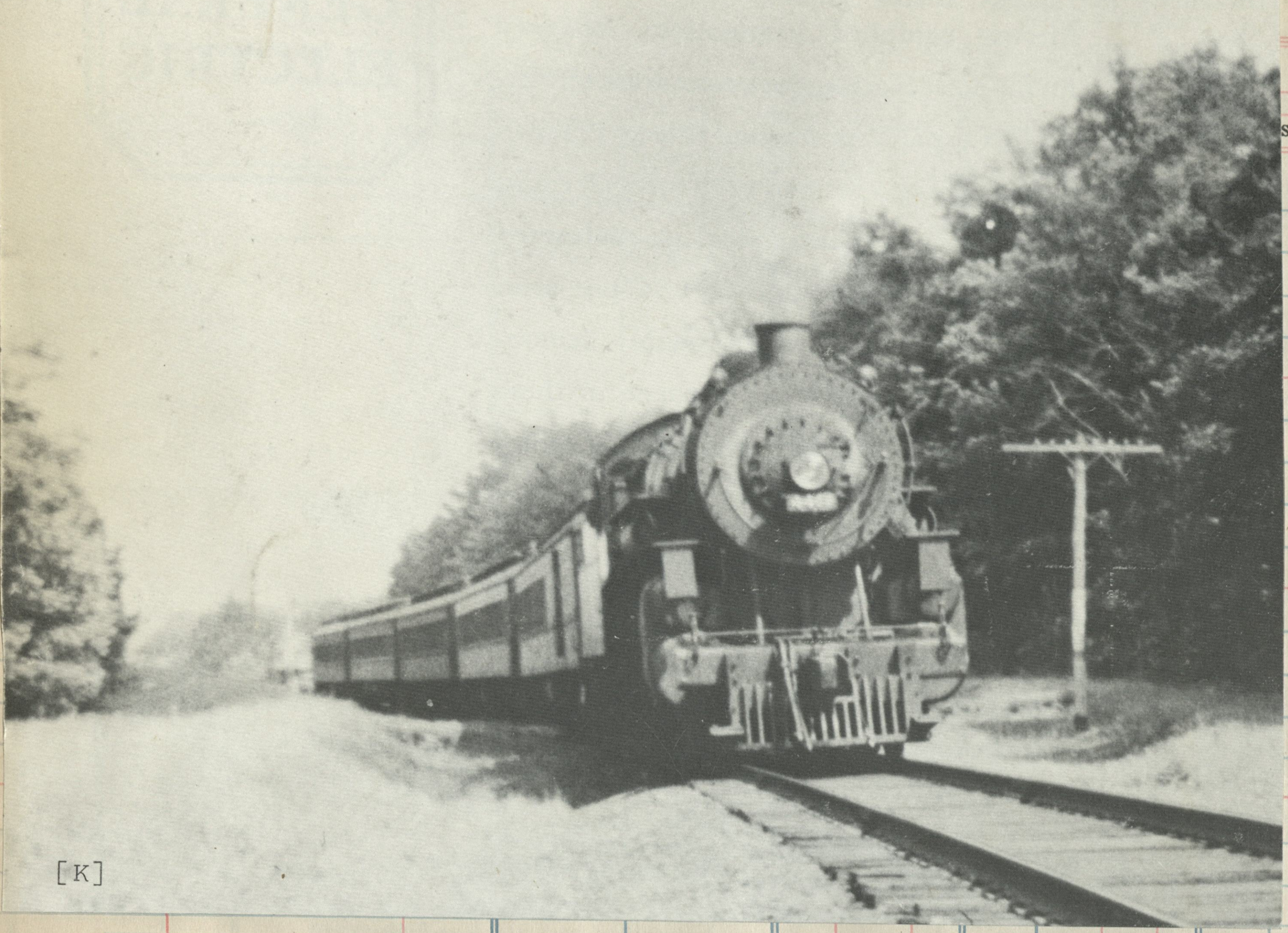
The 4521, K-11d, comes boiling out of Saranac Inn with Trn #2 March 27, 1940

Aug 20, 1938
Passenger extra
4566 north lvg
Saranac Inn

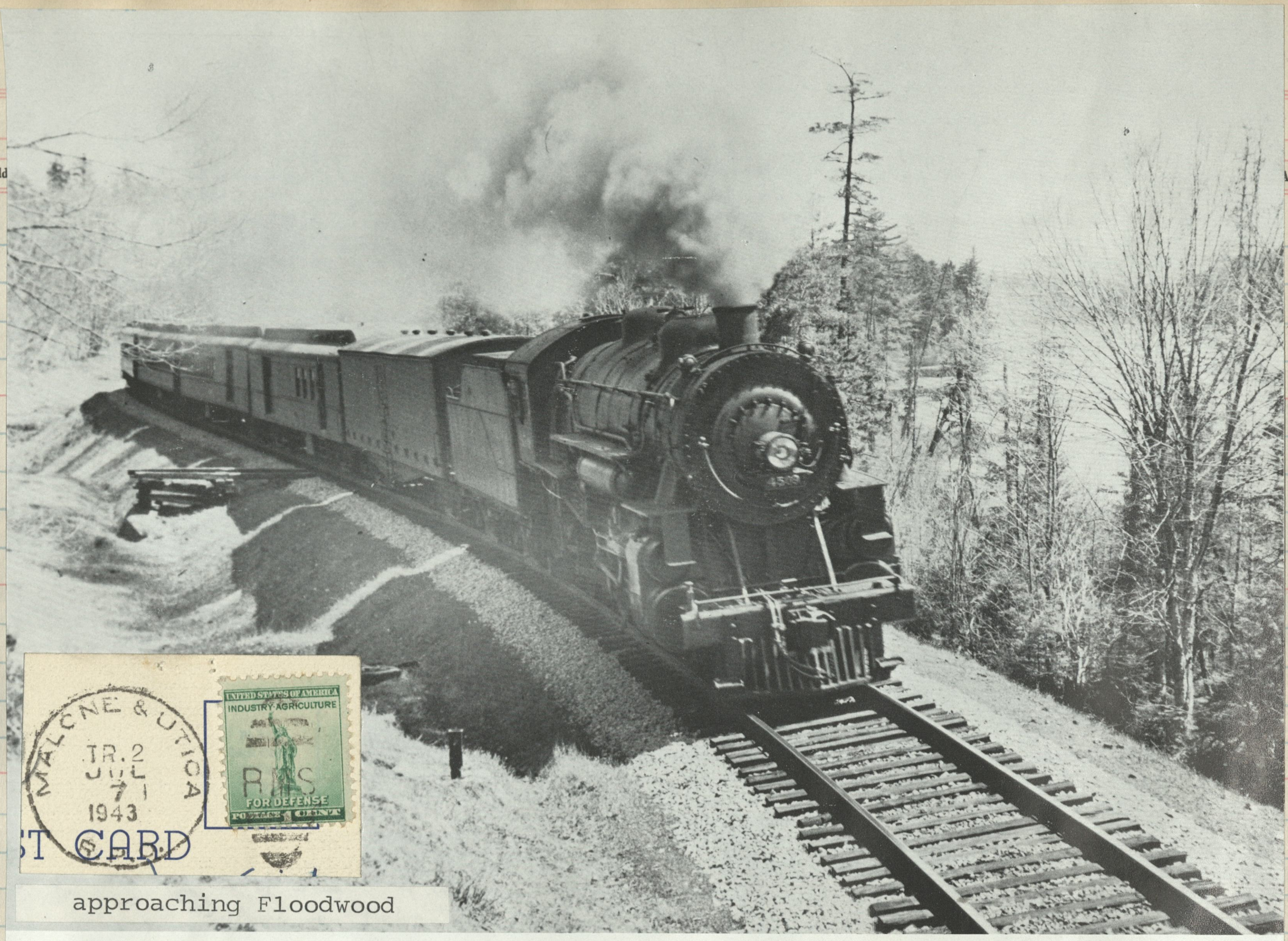
Near MP 126



A surge of "Ski Specials" could cause a shortage of power and what was available would be "main line" engines. With 79" wheels they were slippery on the Adk grades, however, here the 4712 (K-3p Schenectady 1920 c/n 62327) is handling an extra of ten deadhead sleepers near Saranac Inn 2/10/40

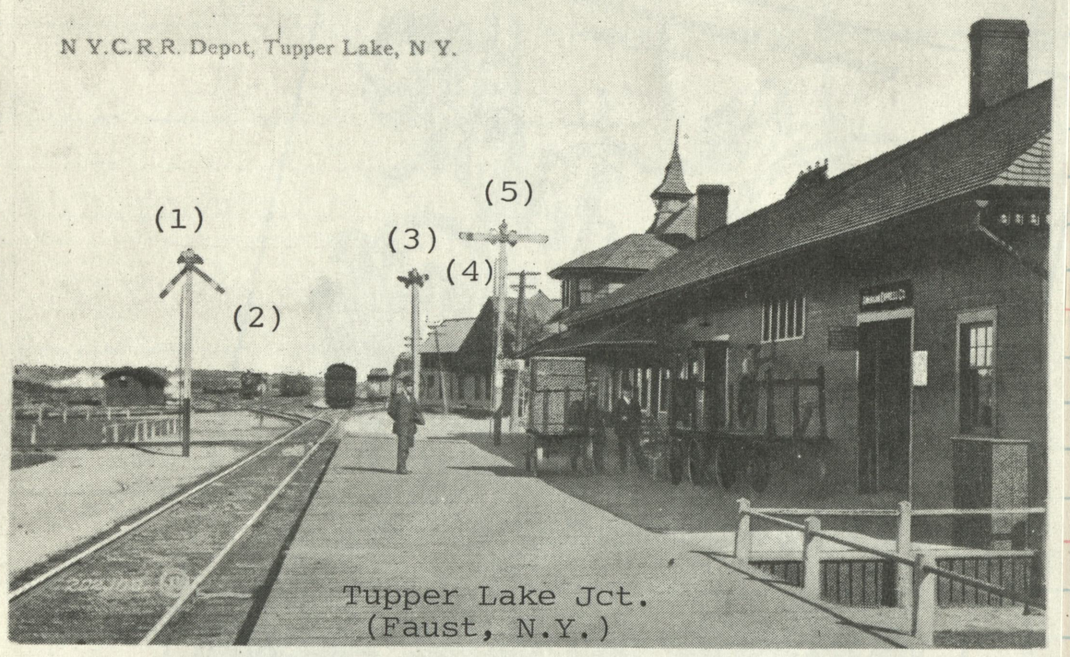


On a fine summer Sunday, 4468 K-11c, accelerates Train #22 out of Saranac Inn.

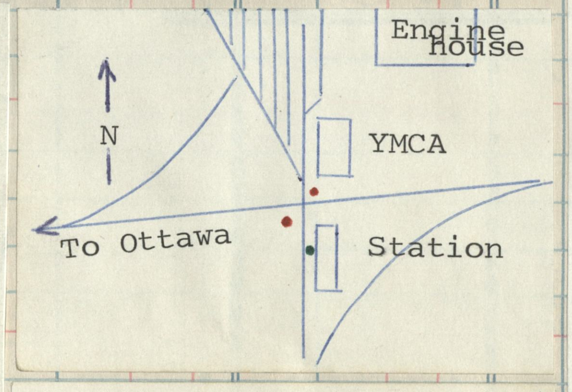

MALONE & UTICA
TR.2
JUL
7
1943
ST CARD
UNITED STATES OF AMERICA
INDUSTRY AGRICULTURE
FOR DEFENSE

approaching Floodwood

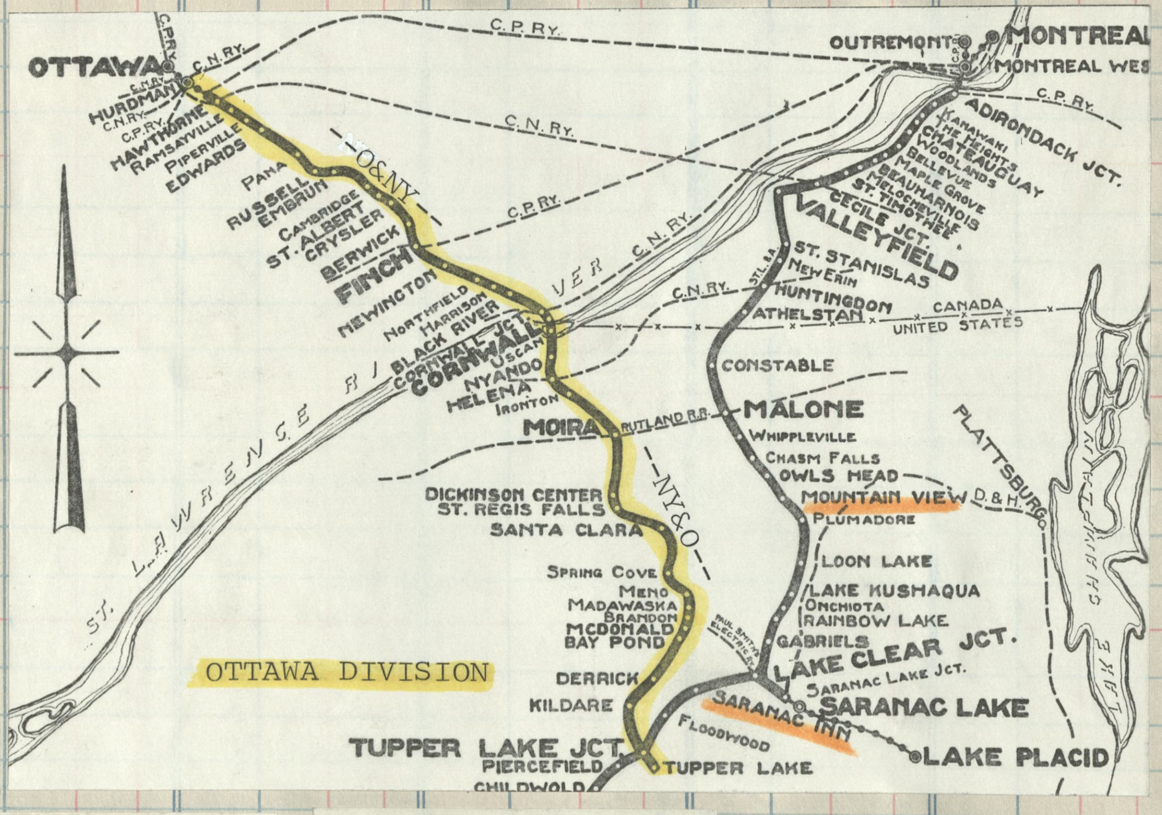
Spring eventually comes to the Adirondack Mountains. As K11b 4509 takes Train 2 through Blue Rock Curve near Saranac Inn on May 9, 1940, snow has gone, but leaves have not yet made their appearance. [K]

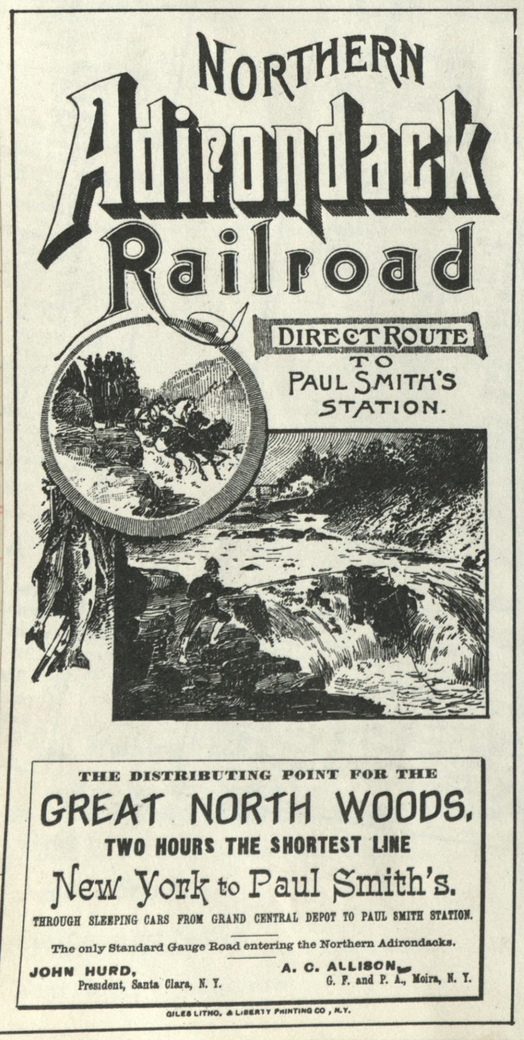

N.Y.C.R.R. Depot, Tupper Lake, N.Y.
(1)
(2)
(3)
(4)
(5)

Tupper Lake Jct.
(Faust, N.Y.)


N
Engine house
YMCA
To Ottawa
Station

Tupper Lake Jct.
View is north along the Adk Div. The Ottawa Div diamond at end of platform. (1) is diamond signal for Adk trns, (2) south end of the yard, (3) diamond signal for the Ottawa trns (4) YMCA bldg and (5) train order board and block signals for the Adirondack Division.


OTTAWA
C.P.RY.
C.N.RY.
HURDMAN
HAWTHORNE
RAMSAYVILLE
PIPERVILLE
EDWARDS
PANA
RUSSELL
EMBRUN
CAMBRIDGE
ST. ALBERT
CRYSLER
BERWICK
FINCH
NEWINGTON
NORTHFIELD
HARRISON
BLACK RIVER
CORNWALL JCT.
CORNWALL
USCAN
NYANDO
HELENA
IRONTON
MOIRA
O&NY
NY&O
RUTLAND R.R.
ST. LAWRENCE RIVER
DICKINSON CENTER
ST. REGIS FALLS
SANTA CLARA
SPRING COVE
MENO
MADAWASKA
BRANDON
MCDONALD
BAY POND
DERRICK
KILDARE
TUPPER LAKE JCT.
PIERCEFIELD
CHILDWOLD
TUPPER LAKE
FLOODWOOD
SARANAC INN
OTTAWA DIVISION
OUTREMONT
MONTREAL
MONTREAL WEST
ADIRONDACK JCT.
KAHNAWAKI
THE HEIGHTS
CHATEAUGUAY
WOODLANDS
BELLEVUE
MAPLE GROVE
BEAUHARNOIS
MELOCHEVILLE
ST. TIMOTHEE
CECILE JCT.
VALLEYFIELD
ST. STANISLAS
NEW ERIN
HUNTINGDON
ATHELSTAN
CANADA
UNITED STATES
CONSTABLE
MALONE
WHIPPLEVILLE
CHASM FALLS
OWLS HEAD
MOUNTAIN VIEW
D.&H.
PLATTSBURG
PLUMADORE
LOON LAKE
LAKE KUSHAQUA
ONCHIOTA
RAINBOW LAKE
GABRIELS
PAUL SMITH'S ELECTRIC RY.
LAKE CLEAR JCT.
SARANAC LAKE JCT.
SARANAC LAKE
LAKE PLACID
LAKE CHAMPLAIN


NORTHERN
Adirondack
Railroad
DIRECT ROUTE
TO
PAUL SMITH'S
STATION.

THE DISTRIBUTING POINT FOR THE

GREAT NORTH WOODS.

TWO HOURS THE SHORTEST LINE

New York to Paul Smith's.

THROUGH SLEEPING CARS FROM GRAND CENTRAL DEPOT TO PAUL SMITH STATION.

The only Standard Gauge Road entering the Northern Adirondacks.

JOHN HURD,
President, Santa Clara, N. Y.

A. C. ALLISON,
G. F. and P. A., Moira, N. Y.

GILES LITHO. & LIBERTY PRINTING CO., N.Y.

MARCH 1st, 1909

NEW YORK CENTRAL LINES

NEW YORK & OTTAWA RY.
OTTAWA & NEW YORK RY.

OTTAWA, CORNWALL
TUPPER LAKE, UTICA
ALBANY, NEW YORK
SYRACUSE, BUFFALO
AND ALL INTERMEDIATE POINTS

DAYLIGHT TRAINS
BETWEEN OTTAWA & NEW YORK

TIME TABLE
Subject to change without notice

H. W. GAYS,
General Manager

H. K. GAYS,
Gen'l Pass'r Agent

C. F. DALY,
Vice-President

General Offices, OTTAWA, ONT.

TIME OF LOCAL TRAINS
Between OTTAWA & TUPPER LAKE

Southbound—Read Down. **CORRECTED TO MARCH 1st, 1909.** Northbound—Read Up

23 PASS'R Except Sunday	21 PASS'R Except Sunday	Miles from Ottawa	STATIONS	Miles from Tupper L.	20 PASS'R Except Sunday	22 PASS'R Except Sunday	30 MIXED Except Sunday
P.M.	A.M.				A.M.	P.M.	A.M.
† 4.35	† 7.50	0	Lv. OTTAWA (Cen. Stn) Ar	129	11.00	6 35	......
......	......	0	Ottawa (Nicholas St.)	129	......	......	......
f 4.47	f 8.00	6	Hawthorne	124	f10.47	f 6.23	......
f 4.50	f 8.03	8	Ramsayville	122	f10.43	f 6.20	......
f 4.56	f 8.09	11	Piperville	118	f10.35	f 6.14	......
f 5.01	f 8.14	14	Edwards	115	f10.29	f 6.09	......
f 5.07	f 8.20	17	Pana	112	f10.22	f 6.03	......
5.13	8.25	21	Russell	109	10.16	5.57	......
5.20	8.32	24	Embrun	105	10.09	5.50	......
f 5.27	f 8.39	28	Cambridge	101	f10.01	f 5.43	......
5.35	8.47	32	Crysler	97	9 53	5 35	......
5.42	8.54	35	Berwick	94	9.46	5.27	......
5.47	8.59	38	Finch	92	9 42	5.22	......
5.55	9 06	42	Newington	88	9.33	5.14	......
6.01	9.11	45	Northfield	85	9.28	5 09	......
f 6.06	f 9.16	47	Harrison	82	f 9.23	f 5.04	......
f 6.09	9.19	49	Black River	80	9.19	f 5.00	......
6.22	9.31	56	Cornwall Jct.	73	9.05	4 47	......
6.24	9.33	57	CORNWALL	72	9.03	4.43	10.51
f 6.27	f 9.36	59	Uscan	71	f 9.00	f 4.39	f10.51
			(International Boundary)				
6.32	9.41	60	Nyando	69	8.55	4.34	10.46
6.39	9.47	64	Helena	65	8.48	4.27	10.37
f 6.44	f 9.52	66	Ironton	63	f 8 43	f 4.22	......
7.02	10.09	75	Moira	54	8.26	4.04	......
7.22	10.29	83	Dickinson Center	46	8.06	3 44	......
7.32	10.38	87	St. Regis Falls	43	7.57	3.35	......
7.50	10.56	93	Santa Clara	36	7.39	3.17	......
f 8.01	f11.07	97	Spring Cove	32	f 7.26	f 3.04	......
f 8.08	f11.15	99	Downey	30	f 7.19	f 2.57	......
8 14	11.22	102	Meno	27	7.13	2.51	......
f 8.17	f11.24	103	Madawaska	26	f 7.10	f 2.48	......
f 8.26	f11.32	107	Brandon	22	f 7.02	f 2.39	......
f 8 34	f11.40	111	Bay Pond	19	f 6.55	f 2.30	......
8.45	11.50	116	Derrick	13	6.44	2 19	......
f 8.54	f11.58	120	Kildare	9	f 6.36	f 2 10	......
f 9.02	f12.07	124	Childwold	6	f 6.28	f 2.02	......
9.10	12.15	127	Tupper Lake Jct.	2	6.20	1 55	......
9.25	12.30	129	Ar. TUPPER LAKE Lv	0	† 6.15	† 1.50	A.M.
*12.26	†12.42	127	Lv. TUPPER LAKE JCT. Ar	....	5.41	......	......
4.05	4.20	235	Ar. UTICA Lv	....	1.25	......	......
6.45	6 57	330	Ar. ALBANY Lv	....	11.05	......	......
10.20	10.08	473	Ar. NEW YORK Lv	....	7.15	......	......
* 5.41	* 4.30	235	Lv. UTICA Ar	....	1.10	......	......
7.10	6.00	288	Ar. SYRACUSE Lv	....	11 40	......	......
9.10	8.12	369	Ar. ROCHESTER Lv	....	9.45	......	......
11.00	10.00	437	Ar. BUFFALO Lv	..	* 8.00	......	......
A.M.	P.M.				P.M.		

f Flag station, stops on signal. **P.M. time in heavy type.**

* Daily. † Daily, except Sunday. A.M. time in light type;

MARCH 1st, 1909

NEW YORK CENTRAL LINES

NEW YORK & OTTAWA RY.
OTTAWA & NEW YORK RY.

CONNECTIONS

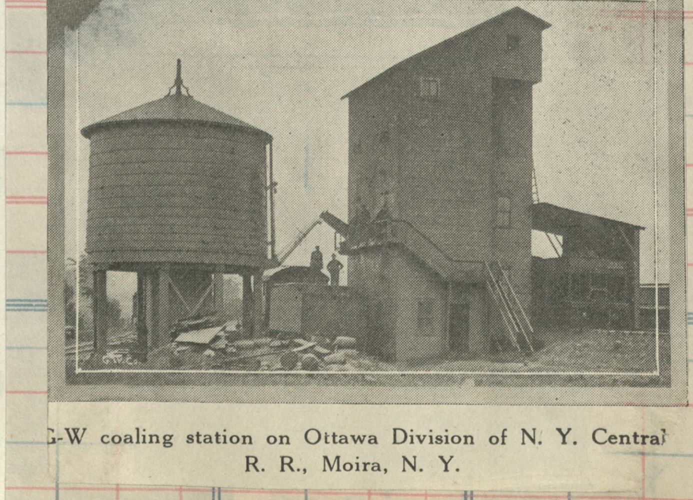
OTTAWA—Canadian Pacific Ry., Grand Trunk Ry. System, Ottawa Electric Railway Hull Electric Railway, Ottawa River Navigation Co.
FINCH—Canadian Pacific Ry.
CORNWALL JUNCTION—Grand Trunk Ry. System. (Main Line)
CORNWALL—Richelieu & Ontario Nav. Co., Smallman's Line Steamers.
HELENA—Grand Trunk Ry. System. (Massena Springs Branch.)
MOIRA—Rutland R. R. (Ogdensburg Line.)
ST. REGIS FALLS—Stage for Lake Ozonia and Fernwood Hall, Hotel Oneita.
SPRING COVE—Stage for Blue Mountain House.
TUPPER LAKE JUNCTION—New York Central & Hudson River R.R.
TUPPER LAKE—Stage for Hotel Wawbeek and Saranac Lake Resorts.
NOTE—Steamer connections during season of navigation only. Stage connections during tourist season only.

AMERICAN EXPRESS COMPANY
Operates Over These Lines

⇝ NORTHERN ADIRONDACK RAILROAD EXTENSION. ⇜

This Company is now extending its line twenty-two miles to Tupper Lake. This Extension will be completed during the present year and ready for the business of 1890. The region through which it runs is a primitive wilderness, numerous lakes and ponds being located near its line.

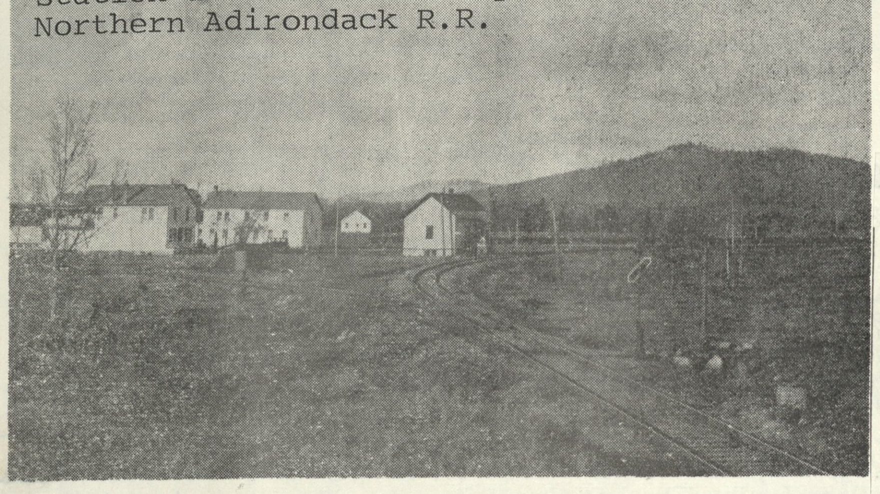
Brandon to Tupper Lake



G-W coaling station on Ottawa Division of N. Y. Central R. R., Moira, N. Y.

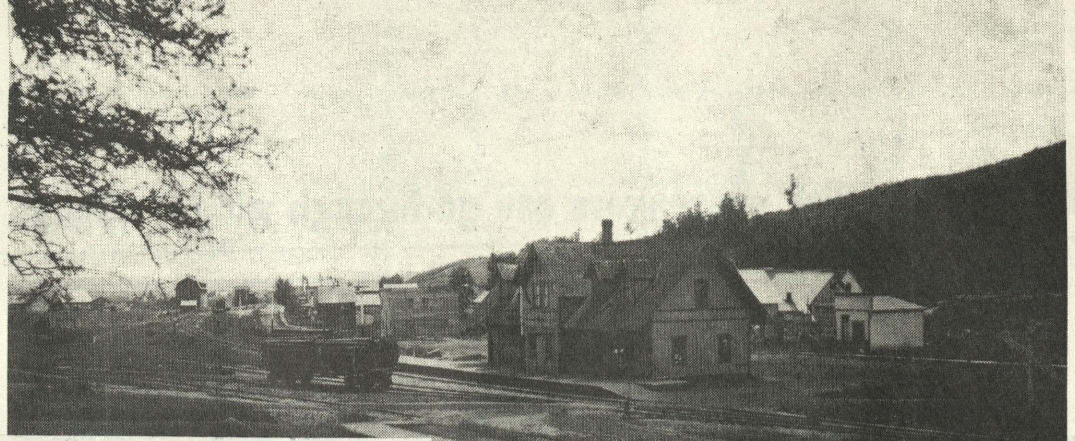
There were four stations, at different periods and locations, named PAUL SMITH'S. First was on the Chateaugay RR (D&H) later renamed Bloomingdale. Second was on the Northern Adirondack later as Brandon. The third was at what later was called Gabriels on the Adirondack Division and last the hotel proper at Paul Smith's on PSEL&P&RRCo.

Brandon, N.Y. Orginally was Paul Smith's station and for several years was end of Northern Adirondack R.R.



McDonald's Store a two-story boarding house, ?, and the R. R. station. Buck Mountain in the background.

Santa Clara--Once large lumber center and shipping point

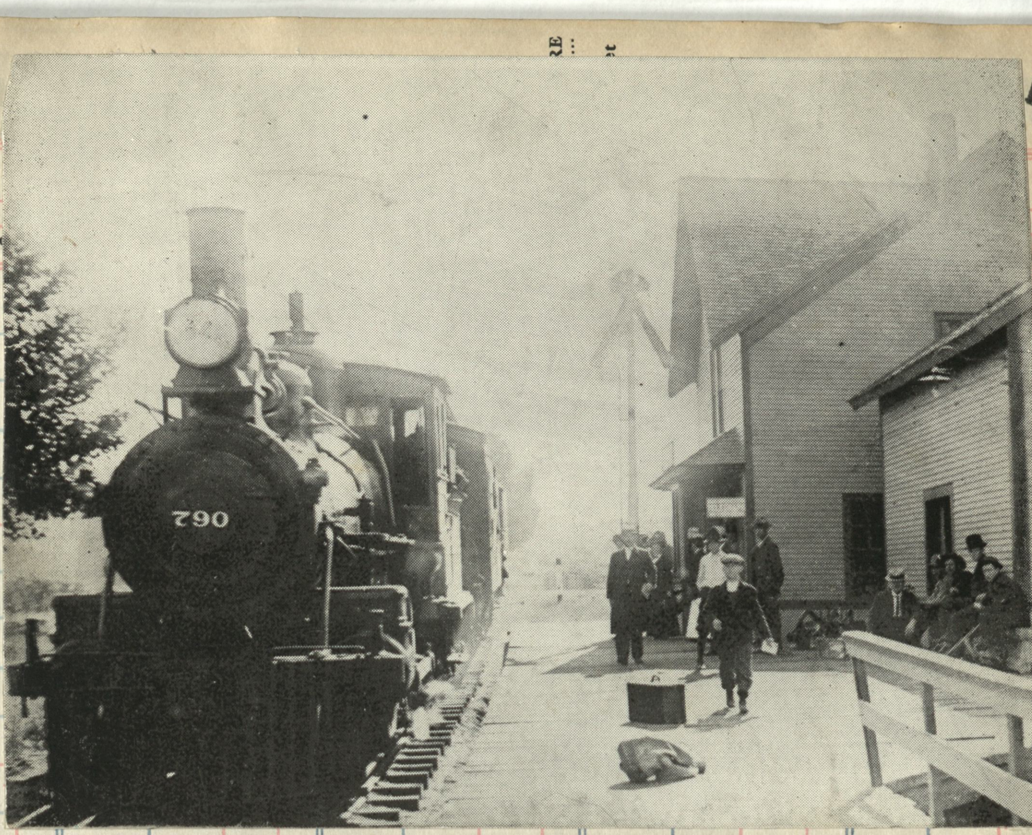


Agent at Paul Smith's.

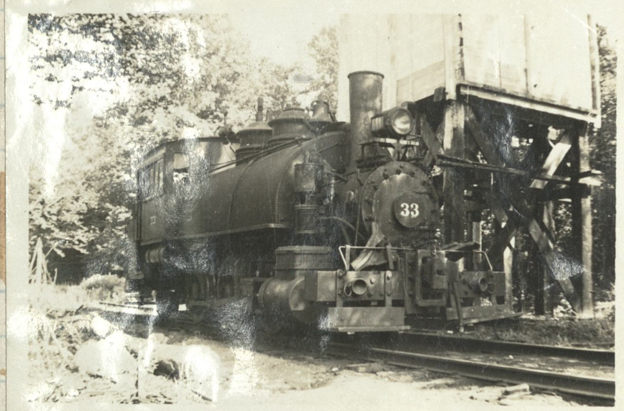
During the summer travel season the Agent of this Company at Paul Smith's House will furnish travelers with any desired information regarding this and connecting lines, and will sell tickets and check baggage through to all principal points.

A diagram of sleeping cars will be found at this office where berths can be secured. Parties at other points can have berths reserved by applying to any Agent of this Company.

Nor Adk RR

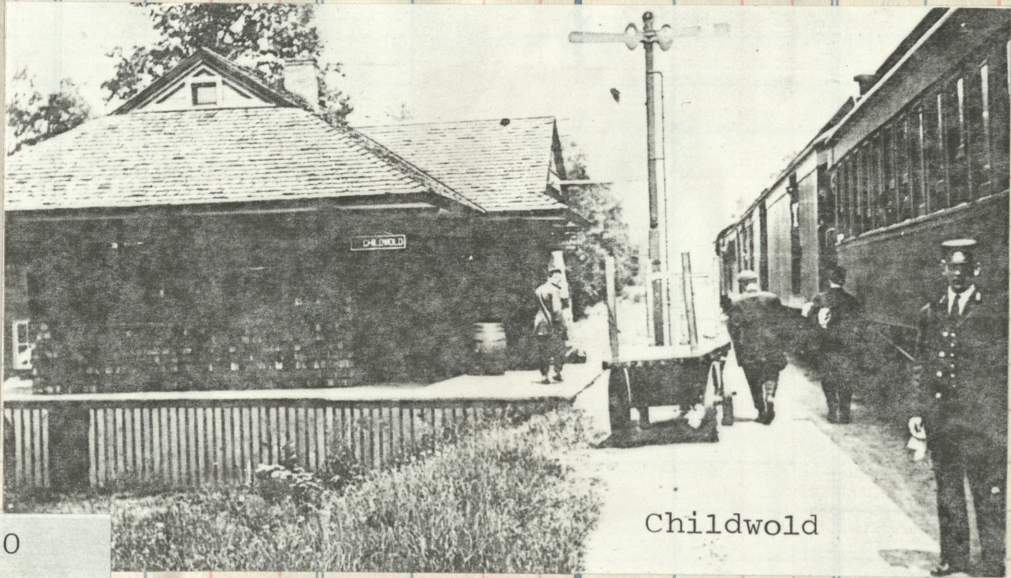


Train time at Dickinson Center. The 790, a 4-4-0, orginally New York & Ottawa #6 "Bay Pond" built by Rhode Island 1884, c/n 1378.



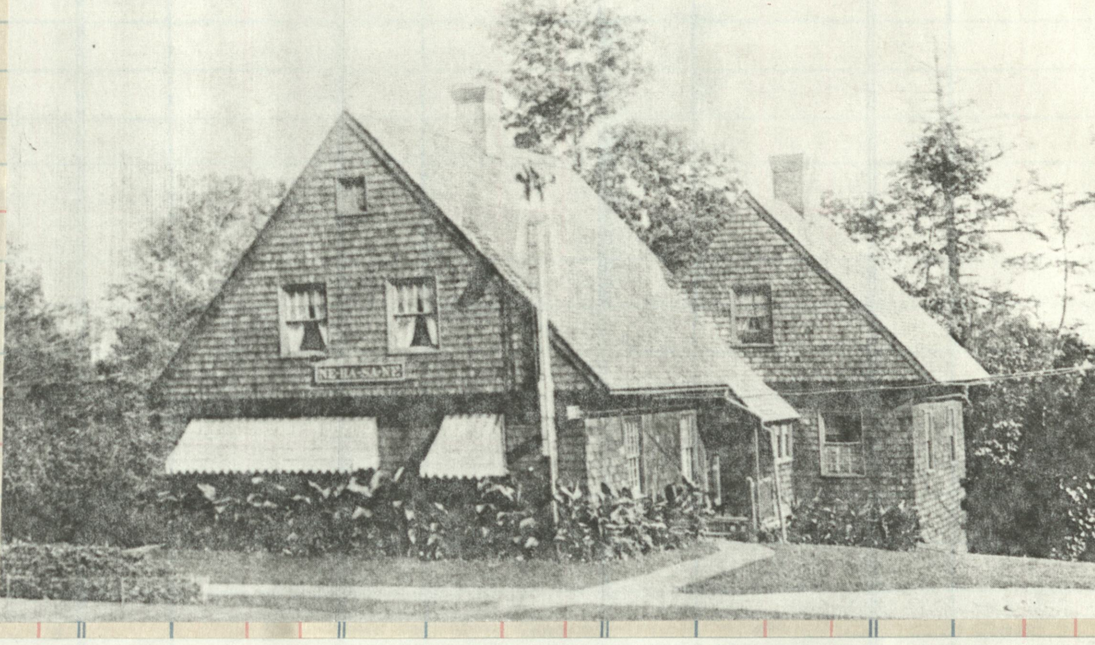
Little Rapids Lbr Co #33 at Brandreth Aug 21, '37

Blt as C.N.J. #19 Baldwin 1882 cn 6264 To Males Co 1899-To the Emporiam Lbr #33 in 1900. To Emporiam Forestry at Conifer 1926 Later to the St Regis Paper Co, then to L.R.L.

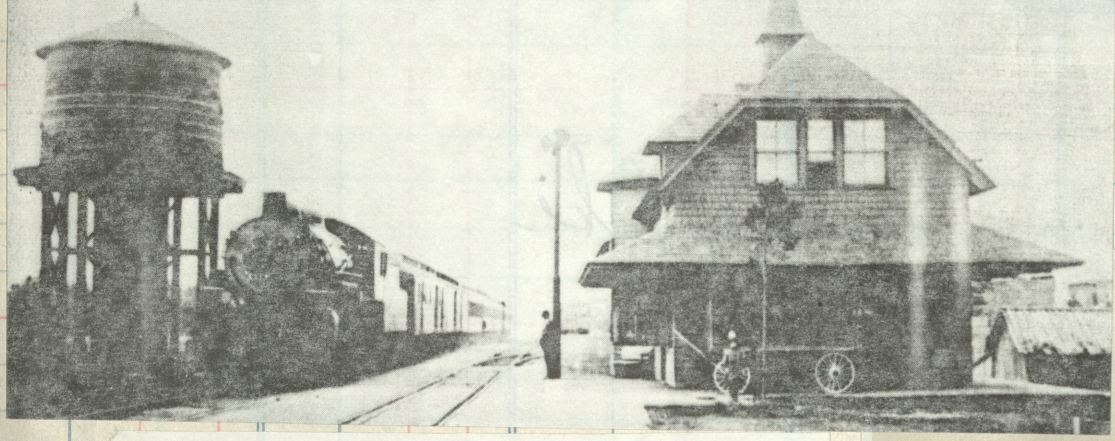


Childwold

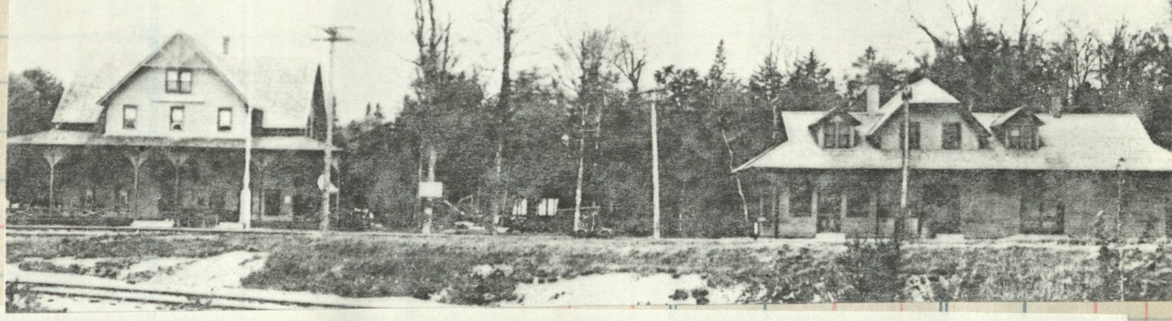
The private station at Ne-ha-sa-ne

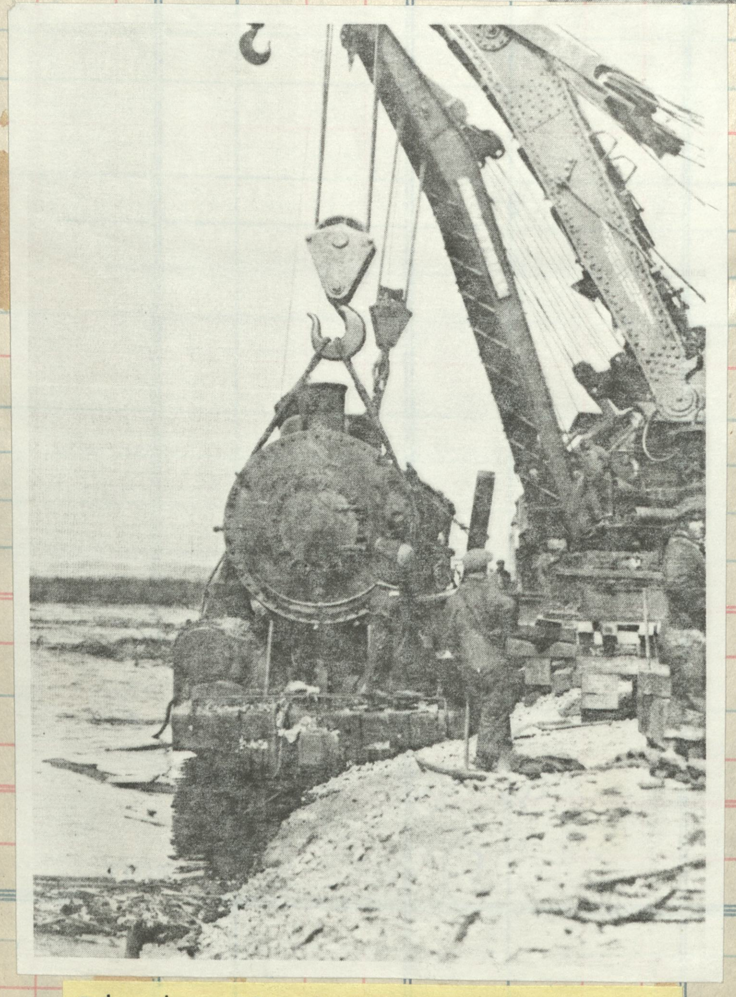


White Lake c 1910

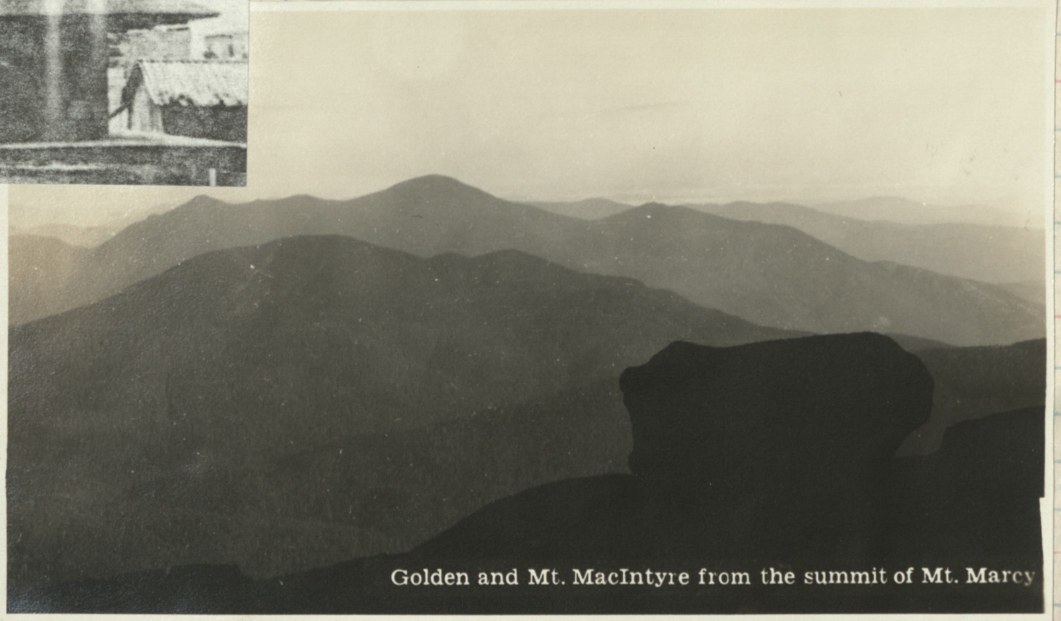


The "Norridgewock" hotel and station at Beaver River



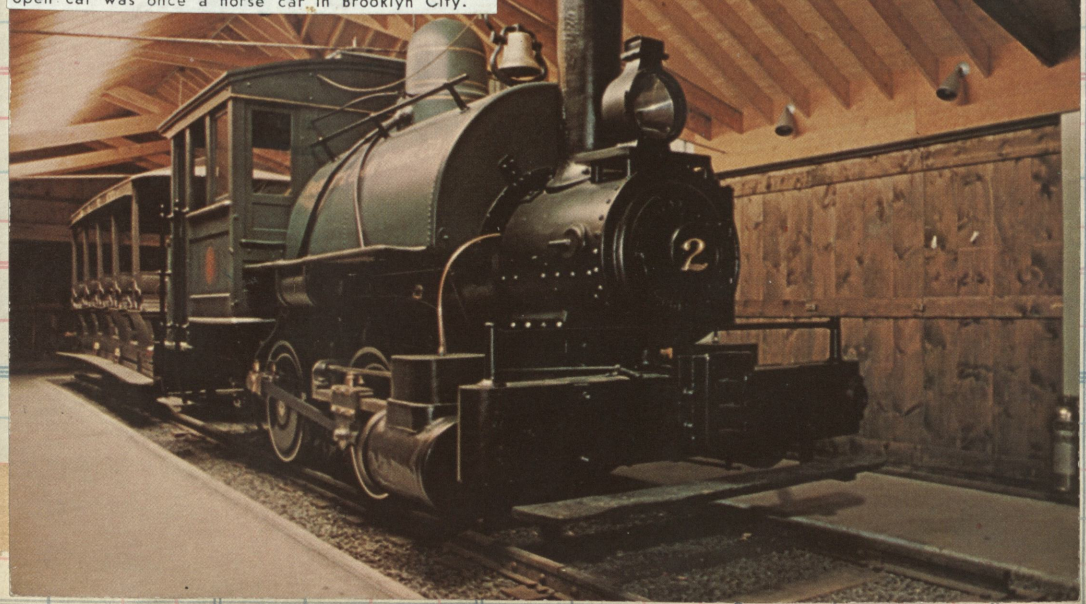


Digging the 3183 out of the Stillwater Reservior at Beaver River April 14, 1925
[See 4397 on Page 80]



Golden and Mt. MacIntyre from the summit of Mt. Marcy

Marion River Carry Railroad. From 1900 to 1929 this was the shortest standard gauge railroad in the world, traveling less than one mile in the Adirondacks from the Marion River to Utowana Lake. The open car was once a horse car in Brooklyn City.



UTICA TO MALONE

ADIRONDACK DIVISION

NEW YORK CENTRAL LINES

North-Bound In Effect June 25, 1916

STATIONS	5 Daily	7 Daily	*9 Daily	71 Ex. Sun.	73 Sun. Only	11 Daily	1 Ex. Sun.	3 Ex. Sun.	15 Friday Only	79 Ex. Sun.
	PM	PM	PM	PM	PM	AM	AM	AM	PM	AM
Lv New York	7 10	7 10	7 10	11 30	11 30	2 49	.....	7 45	12 30	10 30
'' Albany	11 00	11 00	11 00	2 56	2 56	6 25	9 15	11 10	3 45	1 48
Lv Buffalo	8 00	9 00	.....	1 15	1 15	4 10	7 30	7 40	1 00	1 00
Lv Utica	1 20	2 15	3 00	6 25	7 50	9 30	12 45	1 40	5 45	6 10
'' Remsen	2 20	3 15	4 00	8 30	9 08	10 30	1 40	2 40	6 30	7 05
Ar Forestport	a	3f30	4f15	8 45	9 25	10 46	1 56	d	6i44	7 20
'' White Lake	a	3f45	4f30	9 00	9 40	11 04	2 10	d	.....	7 34
'' Otter	a	3f56	4f42	9 10	9 52	11 16	2 22	d	.....	7 44
'' McKeever	a	4f01	4f46	9 13	9 57	11 22	2 27	d	7i05	7 48
'' Fulton Chain	3 28	4 18	5 08	9 35	10 20	11 39	2 46	d	7 25	8 05
'' Carter	a	4 40	5 33	.....	LAST TRIP SEPT. 10	11 57	3 03	4 10	7i40	.....
'' Big Moose	a	4 55	5 47	.....		12 11	3 23	d	7i49	.....
'' Beaver River	a	5 11	6 04	.....		12 25	3 39	d	8i05	.....
'' Brandreth	a	c	6f11	.....		12 31	3 46	d	.....	.....
'' Nehasane	a	c	6f23	.....		12f44	3f58	d	.....	.....
'' Long Lake West	a	5 45	6 38	.....		12 57	4 11	d	8i34	.....
'' Horse Shoe	a	5f54	6 48	.....		1 07	4f21	d	.....	.....
'' Pleasant Lake	a	c	6f56	.....		1f14	4f29	d	.....	.....
'' Childwold	a	6f08	7f02	.....		1 20	4 35	d	8i55	.....
'' Piercefield	a	6f13	7f08	.....	.....	1 29	4 42	d	.....	.....
'' Tupper Lake Jct	5 28	6 22	7 20	.....	.....	1 40	4 52	5 33	9 10	.....
'' Saranac Inn	a	6 56	FIRST TRIP JULY 29 LAST TRIP SEPT. 9	.....	.....	2 15	5 25	6 10	9i44	.....
'' Lake Clear Jct	6 08	7 03		.....	.....	2 23	5 30	6 16	9 50	.....
Ar Saranac Lake	6 40	7 35		.....	.....	2 55	5 58	6 50	10 13	.....
Ar Lake Placid	7 05	8 00		.....	.....	3 30	.....	7 20	10 35	.....
Lv Lake Placid	.....	6 20		.....	.....	1 25	.....	5 30	LAST TRIP SEPT. 1	.....
Lv Saranac Lake	5 45	6 40		.....	.....	2 00	.....	5 59		.....
Ar Gabriels	a b	7 30		.....	.....	2 43	.....	6 34		.....
'' Rainbow	a b	7 35		.....	.....	2 48	.....	6f40		.....
'' Onchiota	a b	7f40		.....	.....	2f53	.....	6f45		.....
'' Lake Kushaqua	a b	7 44	.....	.....	.....	2 58	.....	6f48		.....
'' Loon Lake	6 48	7 54	.....	.....	.....	3 07	.....	6 58		.....
'' Mountain View	a b m	8 15	.....	.....	.....	3 28	.....	7 22		.....
'' Owls Head	a b	8 20	.....	.....	.....	3 35	.....	7 27		.....
Ar Malone	7 37	8 40	.....	.....	.....	3 55	.....	7 53	.....	.....
Ar Montreal	10 10	.....	.....	.....	.....	6 35	.....	10 15	.....	.....
	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM

a Stops on signal to receive passengers for North of Malone.
b Stops only to discharge sleeping car passengers from West of Utica.
c Stops on signal to receive or discharge passengers to and including July 28, and after September 9.
d Stops on signal to discharge passengers from Schenectady and East, and Syracuse and West.
f Stops on signal to receive or discharge passengers.
i Stops only to discharge passengers.
m Stops Monday only.

Form 149 R. McN. & Co.—5M 7-1-1916

MALONE TO UTICA

ADIRONDACK DIVISION

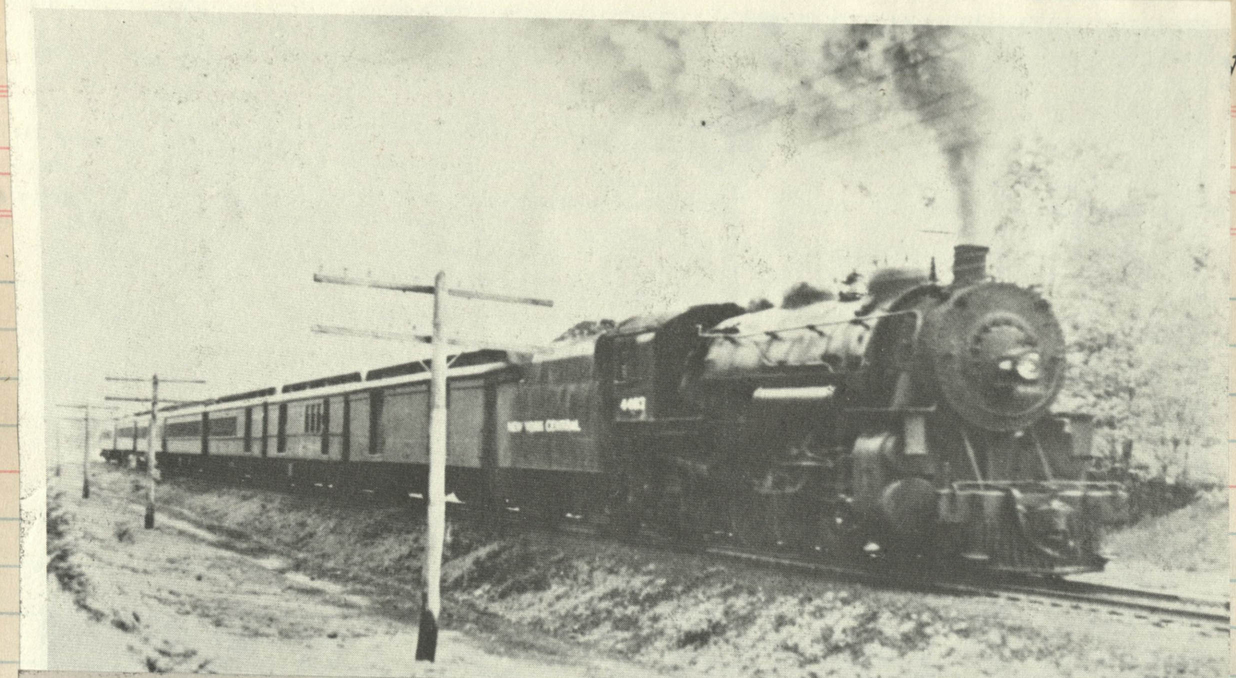
NEW YORK CENTRAL LINES

South-Bound In Effect June 25, 1916

STATIONS	70 Ex. Sun.	6 Daily	8 Ex. Sun.	2 Ex. Sun.	76 Ex. Sun.	78 Sun. Only	12 Daily	10 Daily	4 Daily	
	AM	AM	PM	AM	PM	PM	PM	PM	PM	
Lv Montreal	.....	.....	.....	8 00	.....	.....	3†30	.....	7 05	.....
Lv Malone	.....	6 00	.....	10 47	.....	.....	*6 15	.....	9 25	.....
'' Owls Head	.....	6 33	.....	11 22	.....	.....	6 52	.....	.....	.....
'' Mountain View	.....	6 39	.....	11 29	.....	.....	6 59	.....	z	.....
'' Loon Lake	.....	7 07	.....	11 51	.....	.....	7 21	.....	10 26	.....
'' Lake Kushaqua	.....	7 16	.....	12f01	.....	.....	7 30	.....	.....	.....
'' Onchiota	.....	7f19	FIRST TRIP JULY 29 LAST TRIP SEPT. 9	12f05	.....	.....	7f35	.....	.....	.....
'' Rainbow	.....	7 24		12f13	.....	.....	7f41	.....	.....	.....
'' Gabriels	.....	7 30		12 19	.....	LAST TRIP SEPT. 10	7 47	.....	.....	.....
Ar Saranac Lake	.....	8 12		1 00	.....		8 55	.....	11 13	.....
Ar Lake Placid	.....	9 55		1 25	.....		.....	.....		.....
Lv Lake Placid	.....	6 20		11 30	.....		.....	7 50	.....	.....
Lv Saranac Lake	.....	7 00		12 05	.....		7 35	8 16	10 25	.....
Lv Lake Clear Jct	.....	7 50		12 39	.....		8 10	8 45	10 57	.....
'' Saranac Inn	.....	7 57		12 46	.....		8 17	8 52	.....	.....
'' Tupper Lake Jct	.....	8 28	12 15	1 17	.....		8 50	9 23	11 33	.....
'' Piercefield	.....	8 38	12 25	a	.....		9f00	b	.....	.....
'' Childwold	.....	8 44	12 32	1f35	.....	.....	9f06	9f15	.....	.....
'' Pleasant Lake	.....	8f50	12f38	a	.....	.....	9f12	b	.....	.....
'' Horse Shoe	.....	8 57	12 45	a	.....	.....	9f18	b	.....	.....
'' Long Lake West	.....	9 07	12 57	1f56	.....	.....	9 29	b	.....	.....
'' Nehasane	.....	9f20	1f10	a	.....	.....	9f41	b	.....	.....
'' Brandreth	.....	9 33	1 24	a	.....	.....	9 53	b	.....	.....
'' Beaver River	.....	9 42	1 34	a	.....	.....	10f01	b	.....	.....
'' Big Moose	.....	10 03	1 54	2 46	.....	.....	10 25	b	.....	.....
'' Carter	.....	10 13	2 06	3 03	.....	.....	10 35	b	.....	.....
'' Fulton Chain	6 55	10 30	2 46	3 20	5 30	6 10	11 00	11 19	1 12	.....
'' McKeever	7 14	10 49	3 05	a	5 48	6 27	11f17	b	.....	.....
'' Otter	7 18	10f54	3 17	a	5 52	6 32	11f21	b	.....	.....
'' White Lake	7 29	11 04	3 26	a	6 02	6 43	11f31	b	.....	.....
'' Forestport	7 42	11 20	3 38	4f07	6 15	6 55	11f43	s b	.....	.....
Ar Remsen	8 00	11 38	3 52	4 25	6 30	7 10	11 58	12 19	2 03	.....
'' Utica	9 15	12 15	4 35	5 10	9 10	d8 50	12 40	12 58	2 50	.....
Ar Buffalo	5 10	5†30	10 55	10 55	.....	.....	7 15	7 15	8 20	.....
Ar Albany	11 45	2 30	7 35	7 35	12 10	12 10	3 00	3 00	5 15	.....
Ar New York	3 45	6 15	10 50	10 50	5 05	5 05	7 03	7 03	9 00	.....
	PM	PM	PM	PM	AM	AM	AM	AM	AM	

* Daily † Daily except Sunday.
a Stops on signal to receive or discharge passengers until July 28 inclusive, and after September 10; July 29 to September 9 inclusive stops only to discharge passengers from North of Malone.
b Stops only to receive sleeping car passengers for B. & A. R.R. and West of Utica.
d Via Herkimer.
f Stops on signal to receive or discharge passengers.
s Stops Sunday only. z Stops Saturday only

This summer schedule reflects the additional trains needed to handle the seasonal business. During the winter only six trains, Nos 2, 3, 4, 5, 6 and 11, remained on the schedule.



This would be among the last photos of steam operations on the Adirondack (c 1950). No information about this print, however, it would be either Trn #2 or #3 with its regular consist. Eng is 4483, K-11b, Schenectady 1911, c/n 50675.

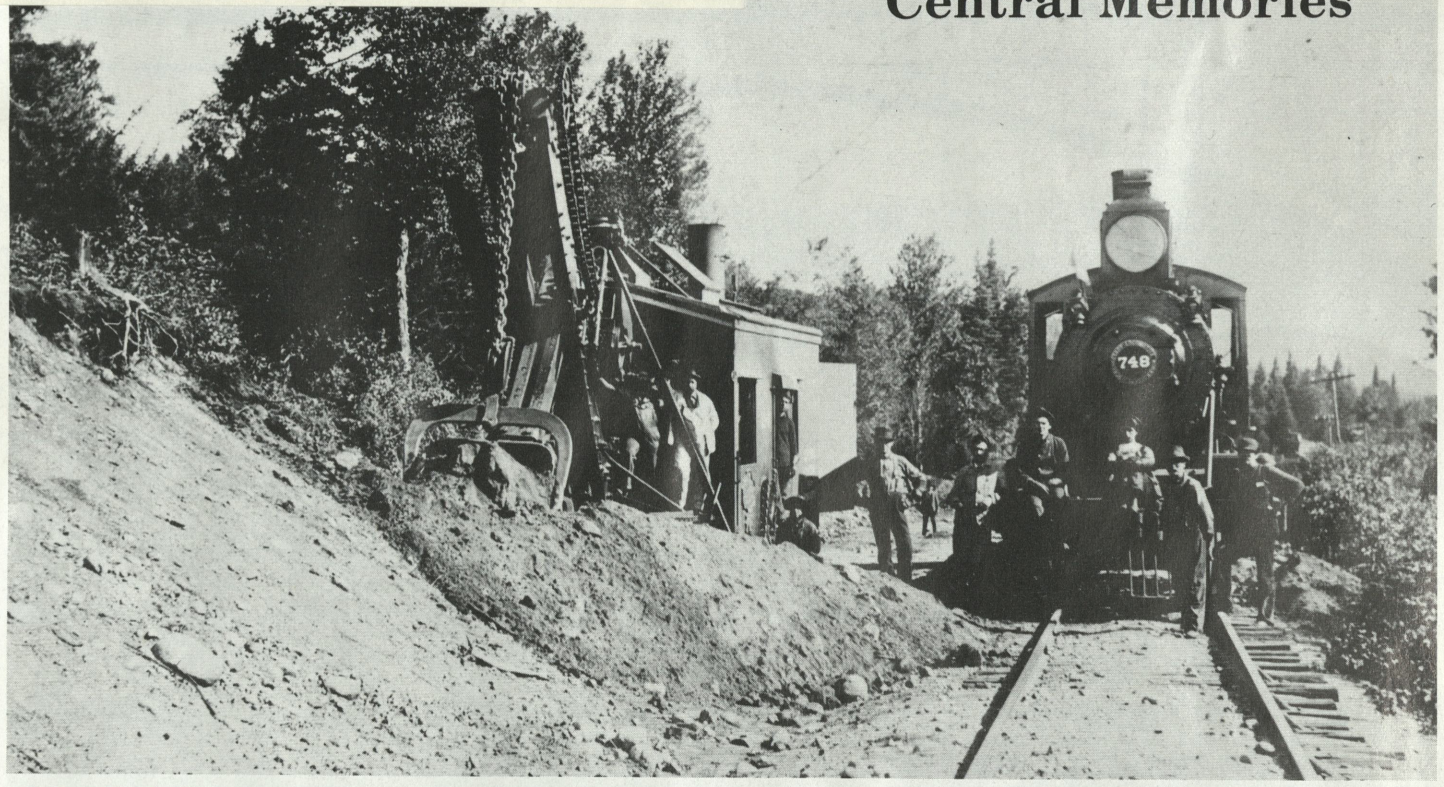
Renamed Mt. Arab

Pleasant Lake R. R. Station, Pleasant Lake, Adirondacks, N. Y.

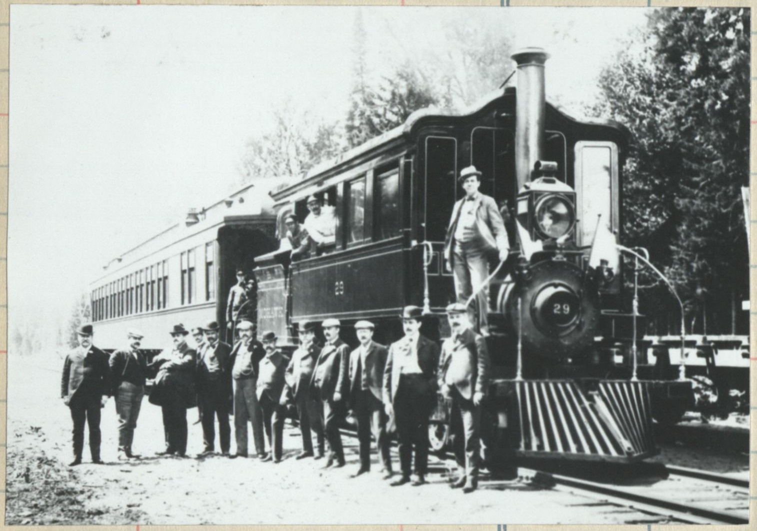
7/40

Middleville on the Herkimer Br.
McK Agt here summers 1939-40

Central Memories



Class Ed (2-6-0) no. 748 and a steam shovel were at work widening the grade of the Mohawk & Malone near Beaver River when this photograph was taken in 1893. No. 748 was built by Schenectady in 1892, builder's no. 3877.



A group of portly officials pose beside the "Mohawk" inspection pony at Raquette Lake summer of 1900. Occasion was to test the clearances for operating Wagner sleeping cars over the new road.

"Summit" on the Adk Div., 2,034 ft.

Big Moose Station and Lumber Yard, Mountain in background, Big Moose, N. Y.

(View is rear of station)

Worked third trick here, Sept 1938

·· The Ideal Route ··

—TO ALL—

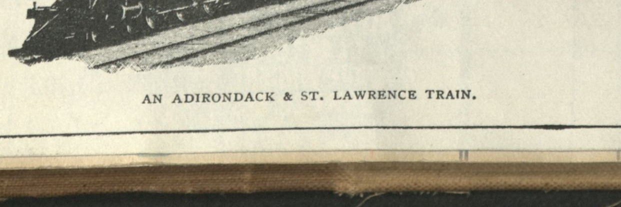
ADIRONDACK AND CANADIAN RESORTS.

In the month of October, 1892, was completed one of the grandest enterprises undertaken in modern times The building of the *Adirondack & St. Lawrence Line*, a railway of nearly 200 miles in length, traversing the Adirondack region from Southwest to Northeast, and passing through a section, the greater part of which had never been beheld by human eye, was a most stupendous undertaking, and will be an everlasting monument to the pluck and energy of its projector and builder. Since October 24th, 1892, this line has been in successful operation, the time consumed in its building having been but eighteen months. In its construction safety has been the first consideration. Steel rails weighing 75 to 80 pounds per yard, the heaviest rail in use on any line north of the New York Central & Hudson River Railroad, laid on the best ties that could be procured, 3000 of which are used to every mile of track (the usual number being from 2500 to 2800) and a road-bed that is first-class in every respect, solid floor iron bridges, safety switches, and in fact, every device conducive to safety and comfort, has been applied.

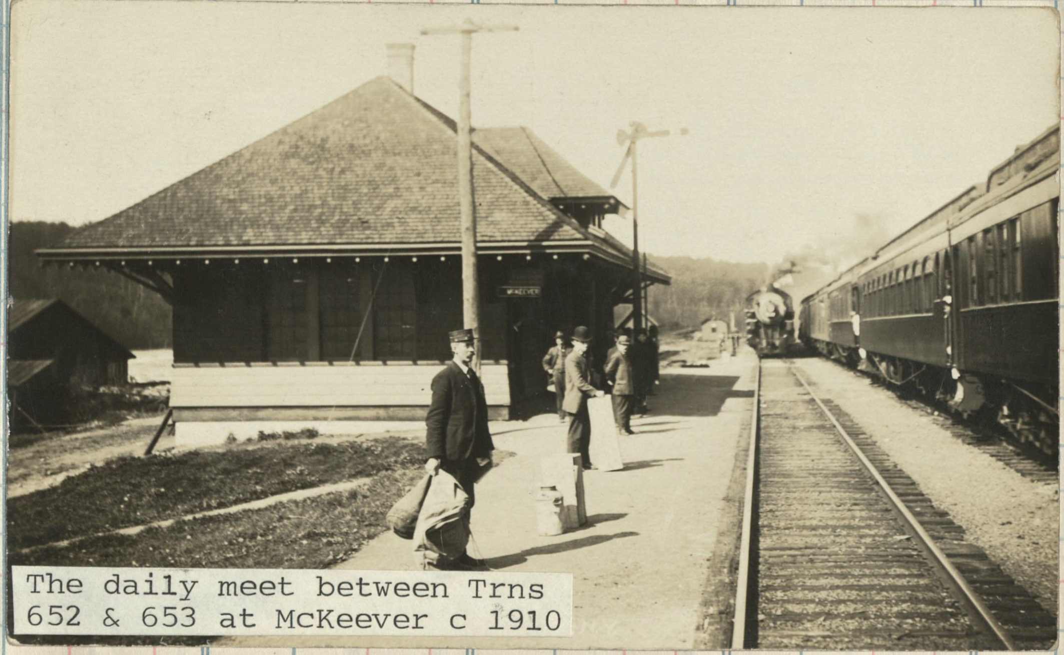
The Southern terminus is at Herkimer, N. Y. where connection is made with the great four-track NEW YORK CENTRAL. From Herkimer the line follows the West Canada Creek to Prospect, a distance of about 26 miles, passing through the villages of Middleville, Newport and Poland, and close to that great natural wonder TRENTON FALLS. From Prospect a branch extends eastward to Hinckley. Leaving the West Canada at Prospect the main line takes a northerly course, passing through Remsen (where connection is made with the Rome, Watertown & Ogdensburg R.R.) Honnedaga, Forestport, White Lake, past Otter Lake, crossing Moose River at McKeever, and following the north branch of the stream mentioned to FULTON CHAIN STATION. At this station passengers leave the train for Old Forge, the Fulton Chain of Lakes, Raquette, Blue Mountain and Long Lakes. Leaving Fulton Chain the railway still follows the north branch for several miles, passing within a short distance of Big Moose Lake, through Nehasane Park, close to Nehasane Lake, Lake Lila, Horseshoe Pond, Long Pond and Pleasant Lake, crossing Raquette River at the outlet of Raquette Pond and within a short distance of Big Tupper Lake.

At this point is located Tupper Lake Junction (where connection is made with the Northern Adirondack R.R.) Leaving Tupper Lake Junction the line follows a northeasterly course past Rollin's, Floodwood, Turtle, Hoel and Little Clear Ponds, within a short distance of Upper Saranac Lake, to Lake Clear, where a branch leaves the main line extending to *Saranac Lake*. From Lake Clear the main line takes a northerly direction, passing within a few miles of Paul Smith's Hotel and Bloomingdale Village, close to Rainbow Lake, Lake Kushaqua and Loon Lake (connecting here with Chateaugay narrow-gauge Railway) past Plumadore Pond and Indian Pond, following the Salmon River to Malone, the northern terminus. At Malone connection is made with the Central Vermont R.R. and the St. Lawrence & Adirondack Division, the latter being a continuation of the Adirondack & St. Lawrence Line, passing through the villages of Constable, Athelstan, Huntingdon and Valleyfield to Coteau Junction, where the Grand Trunk Railway is intersected, forming part of the line to *Montreal*. Connection is also made at Coteau Junction with the Canada Atlantic for *Ottawa*, the Dominion Capitol.

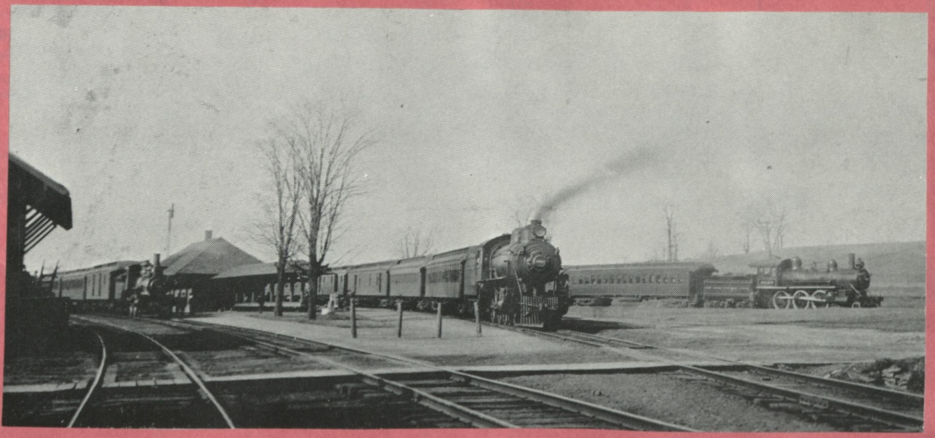
By this it will be seen that the course of the railway is such that it furnishes easy access to all of the principal resorts of the Adirondack region as well as an excellent route between the East, South and West and the Provinces of Ontario and Quebec, through the Northern section of New York State.



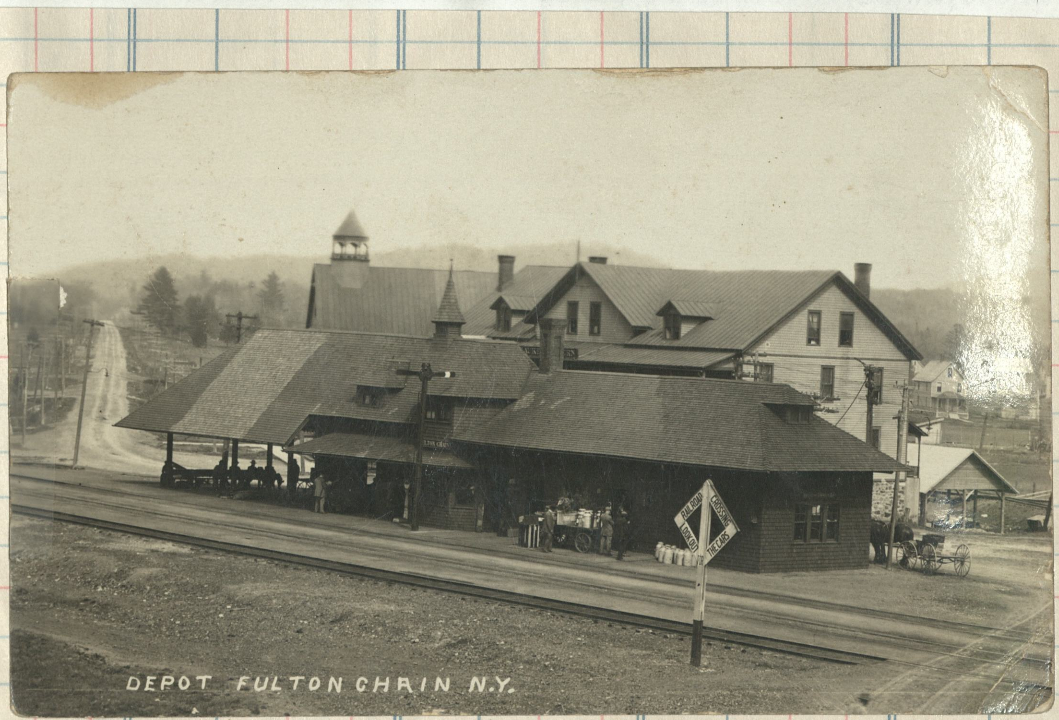
AN ADIRONDACK & ST. LAWRENCE TRAIN.



The daily meet between Trns 652 & 653 at McKeever c 1910



REMSEN, N.Y.-- Junction point of the R.W.& O. (StLawrence Div), M.& M. (Adirondack Division) and the Herkimer branch. This photo c 1905 showing three southbound trains, L to R, Trn #50 on the RW&O, M&M Trn #652 and the Branch Trn #672. M&M trains operated over the RW&O from Remsen into Utica. One of the Buchanan Ten wheelers is on Adk Div #652. Remsen at this time was a busy spot with some thirty four scheduled passenger trains a day!



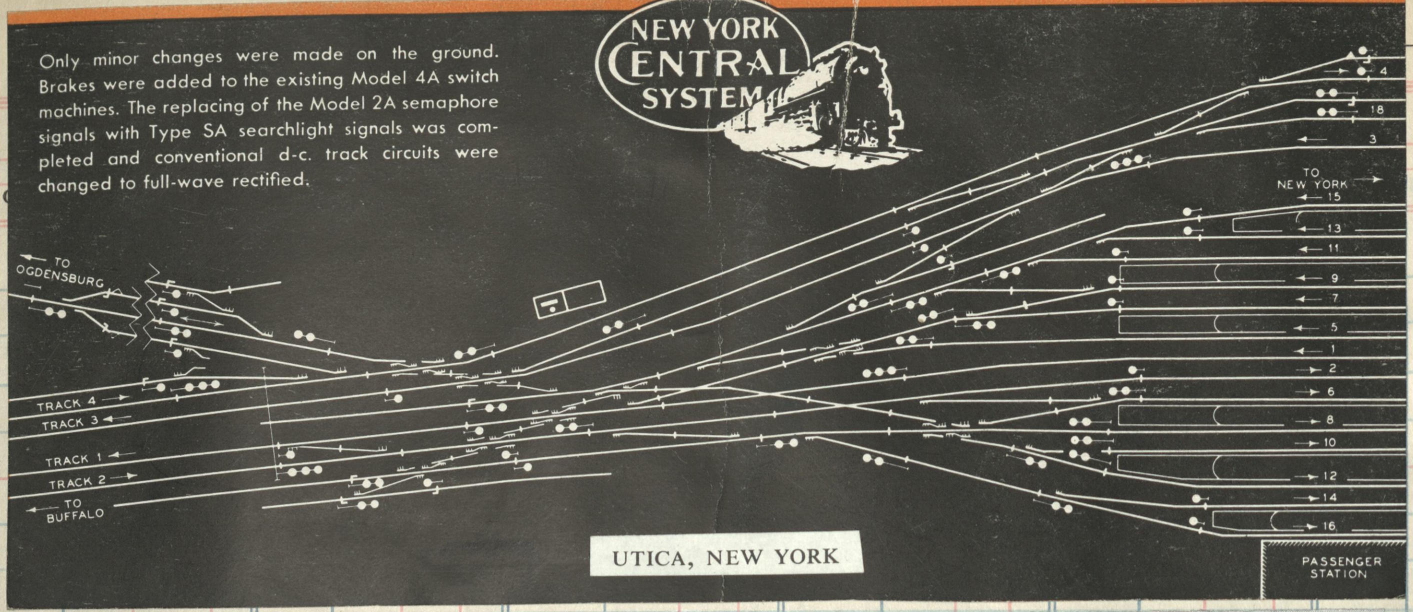
DEPOT FULTON CHAIN N.Y.

Fulton Chain was a busy office with a staff of Agent, three operators and two station helpers. In June 1920 was renamed THENDARA. The bldg behind the station at one time was located at north (left) end of the depot before canopy was blt. See foto Eng 1099 on Pg 35.

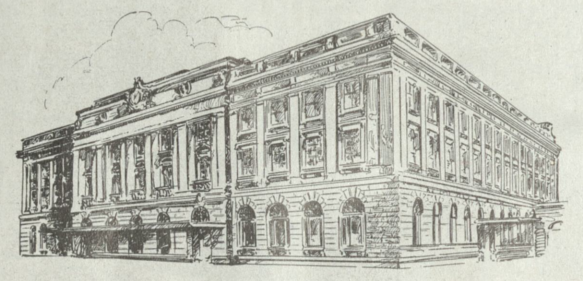
Forestport

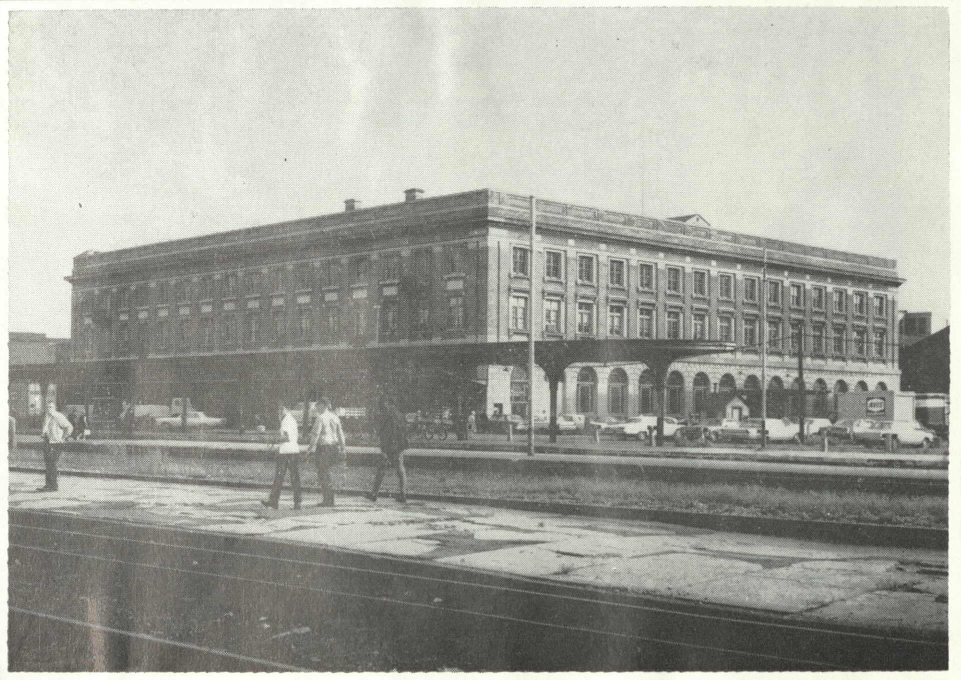
RAILROAD CROSSING

FOREST-PORT. STATION N.Y.

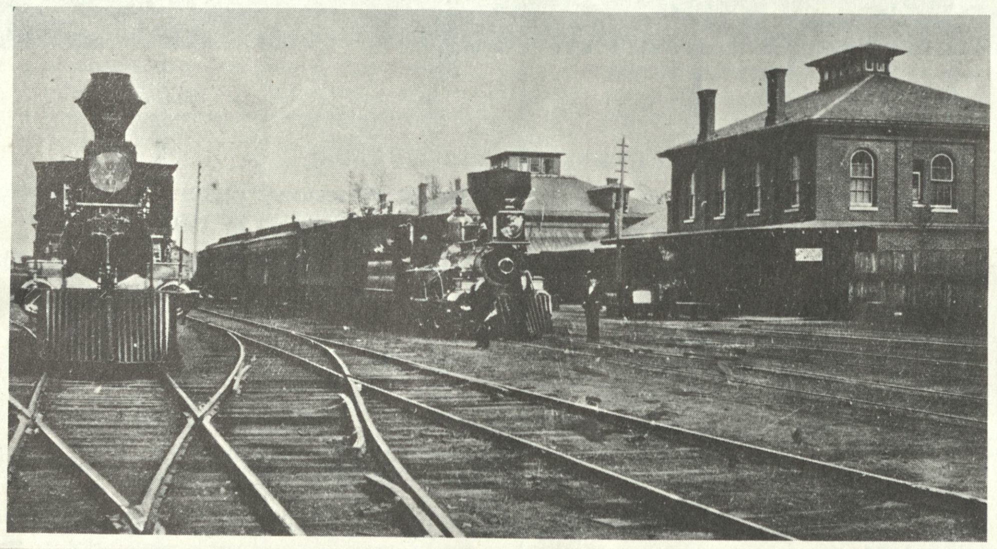

Only minor changes were made on the ground. Brakes were added to the existing Model 4A switch machines. The replacing of the Model 2A semaphore signals with Type SA searchlight signals was completed and conventional d-c. track circuits were changed to full-wave rectified.

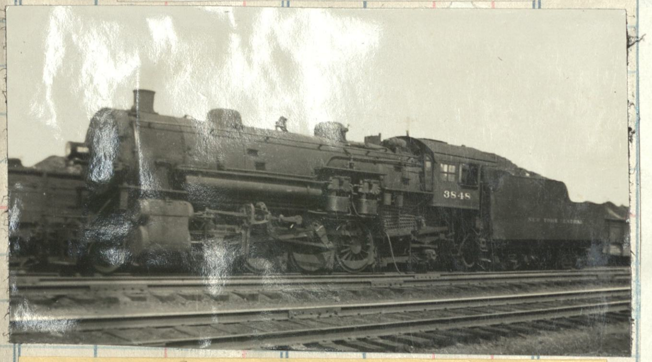
The throat at the west end of Utica station. Adirondack and St Lawrence Div trains arrived and departed via lead at upper left [to Ogdensburg]. Tks 14 & 16 used by DL&W and NYO&W.


Utica station.



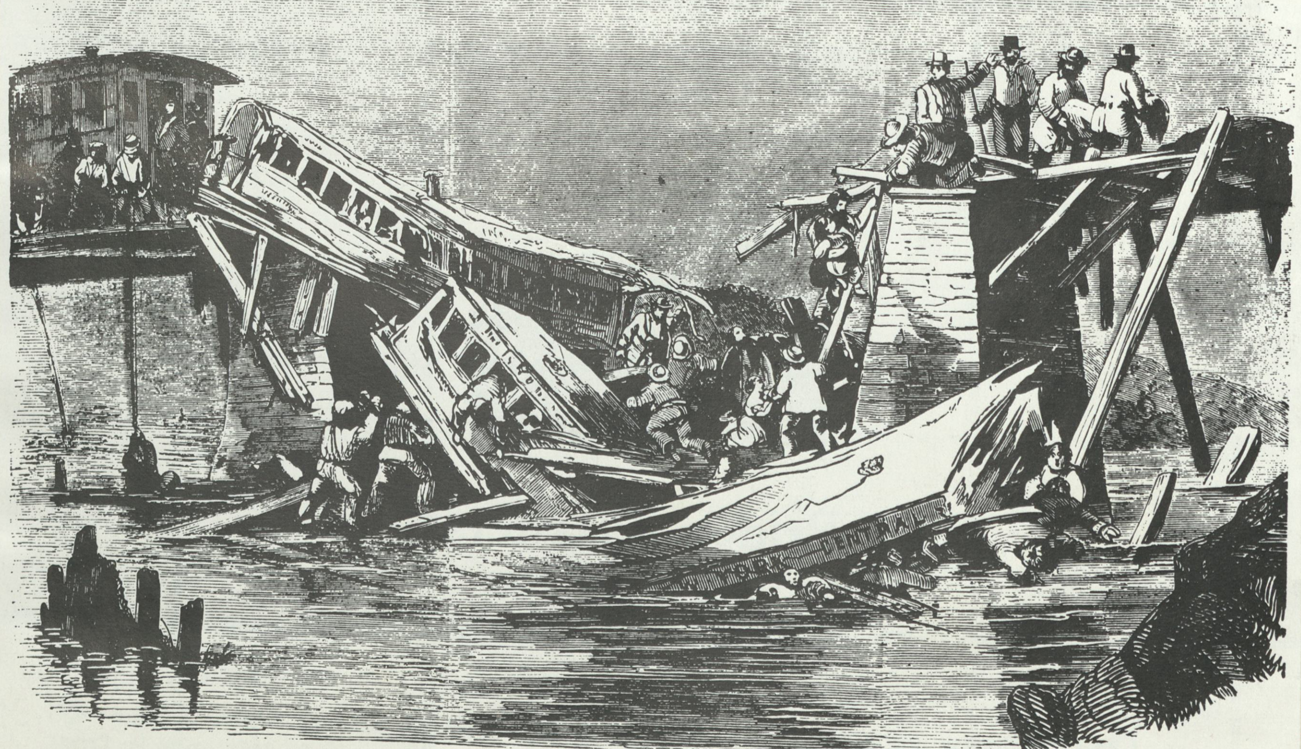
This is the train for Boonville standing at the Utica station in 1865. The line was then the Utica & Black River Railroad which merged into the Rome, Watertown & Ogdensburg in 1886, finally becoming a part of the New York Central in 1891.





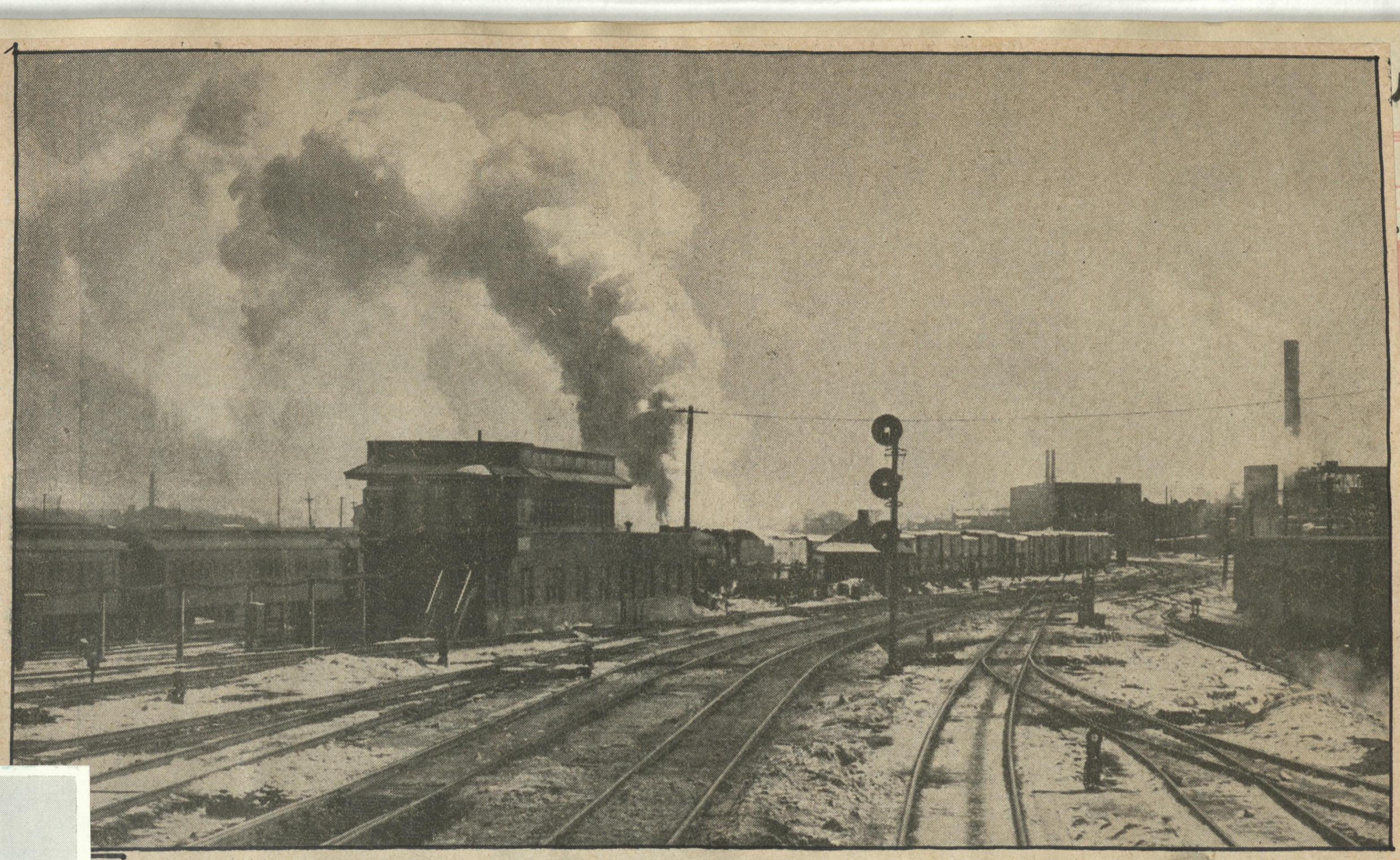
The 3848, a H-5m 2-8-2 that worked the south end of the Adk Div. At Utica 8/2/35
McK foto

Sauquoit Creek

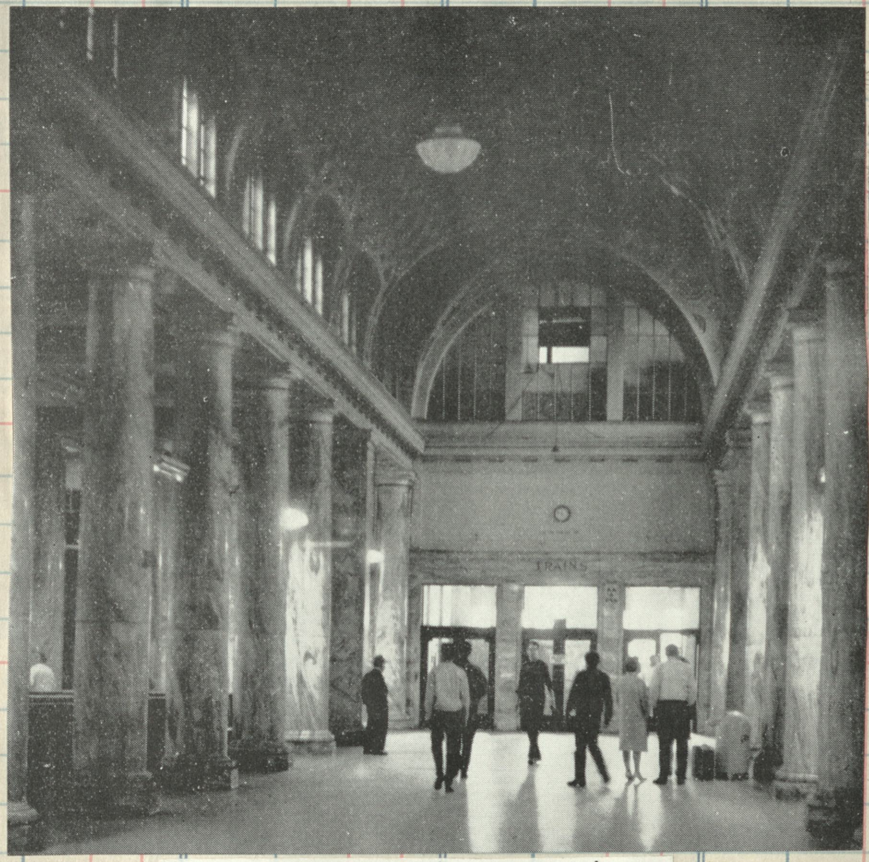


THE OLD WOODEN SPAN at Utica, N.Y. collapsed suddenly in May of 1858 under the weight of a crossing New York Central express bound for Cincinnati. Nine passengers were killed and fifty badly hurt as the coaches tumbled into the creek bed and broke apart like cheap furniture. Rescuers work to save the maimed and dying.

—Collection of the Library of Congress

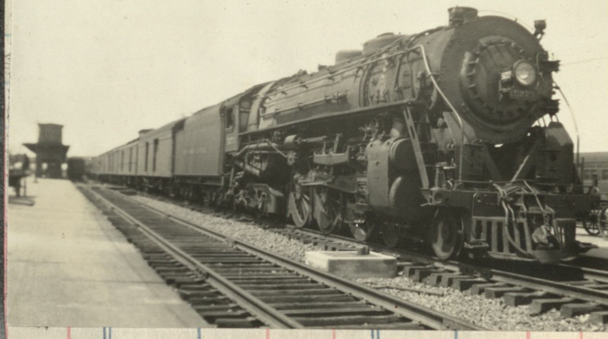


Looking east from end of passenger platforms at Utica

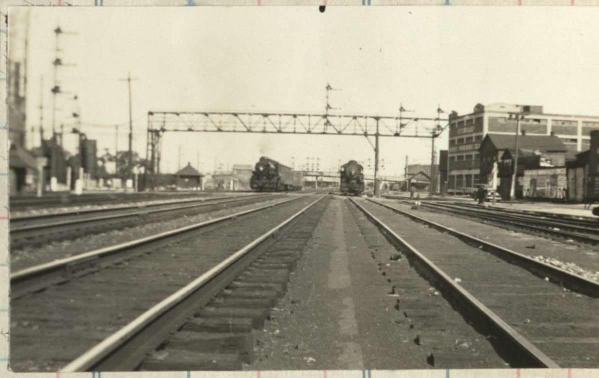


Concourse-Utica Station

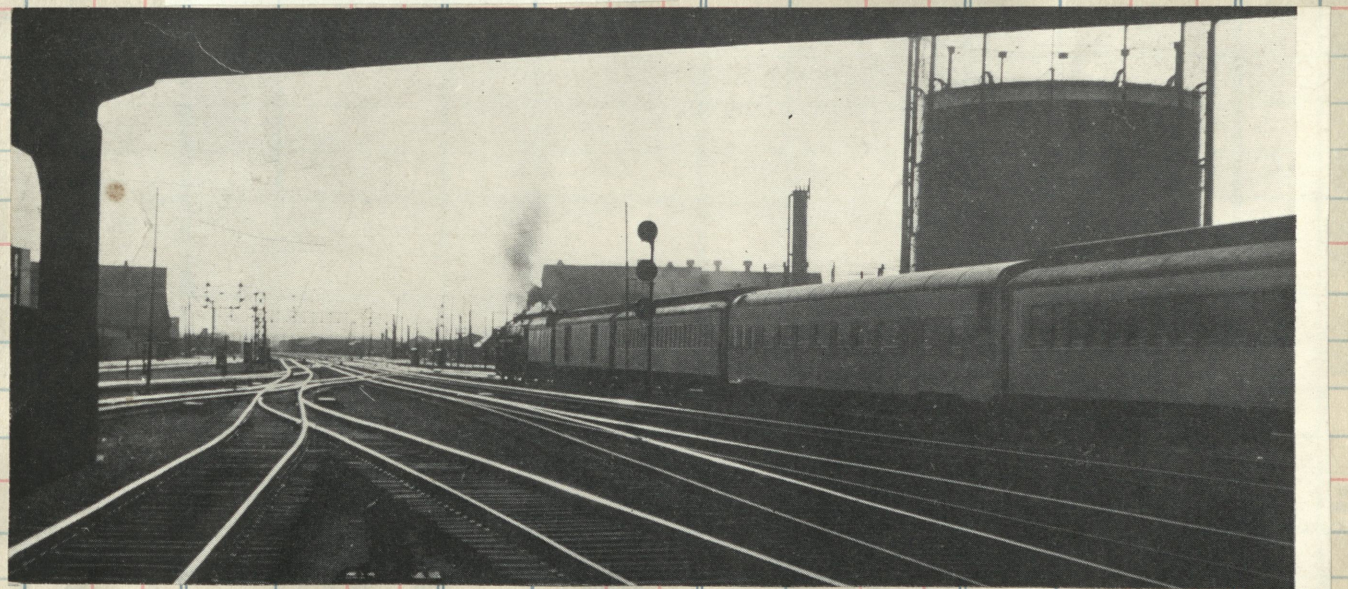
Tr 136

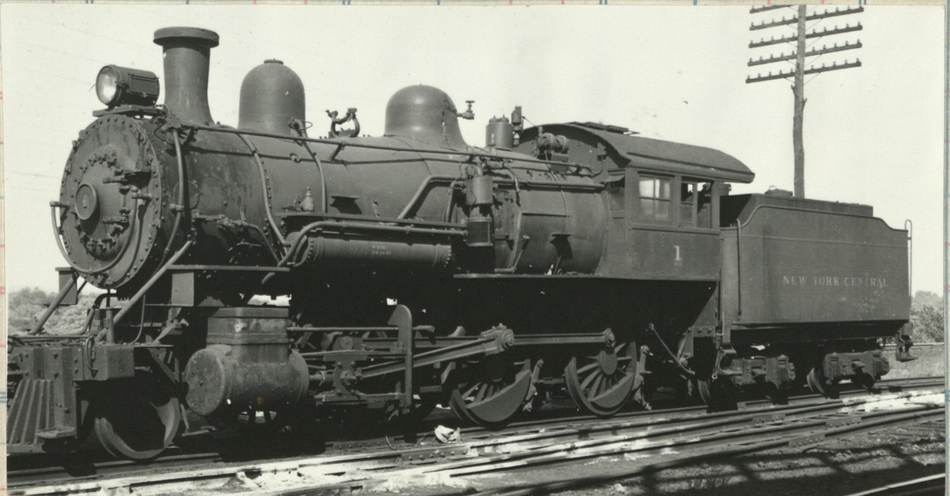


Trn 136 with Eng 5373 at Utica 8/2/35 McK



Looking West-Utica-8/35





Westbound Trn #5 departs Utica on Track 5.

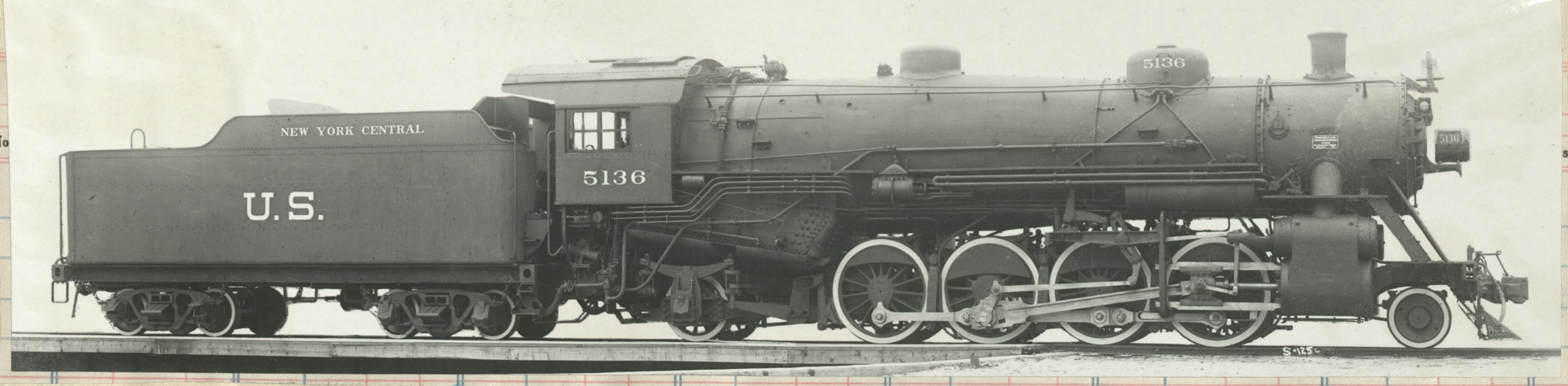
++++++++++

Raquette Lake 3rd #1. Blt at Schenectady in 1900 as NYC&HR #1764 [c/n 5506] Reblt at West Albany 1905, assigned to R.L.Ry in 1916. Returned to NYC in 1936 and renoed 1928.

50

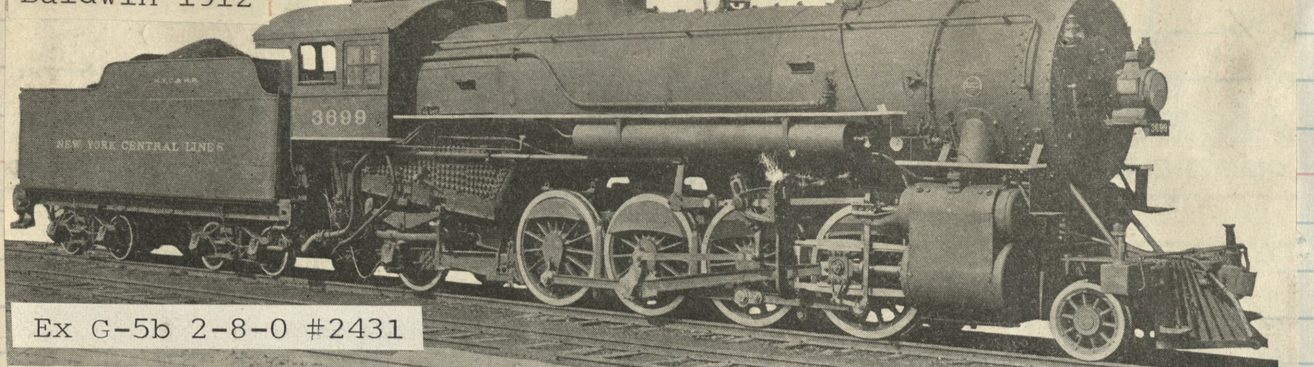
2-8-2

The NYC liked their "light" USRA Mikes and made good use of the 95 assigned to them. Ninety additional engines were placed on four associated lines. 24 on the IHB were sold to the StL-SF and PM.


NEW YORK CENTRAL
U.S.
5136
5136

5125-5149
Class H-6a
Schenectady 1918
c/n 60286

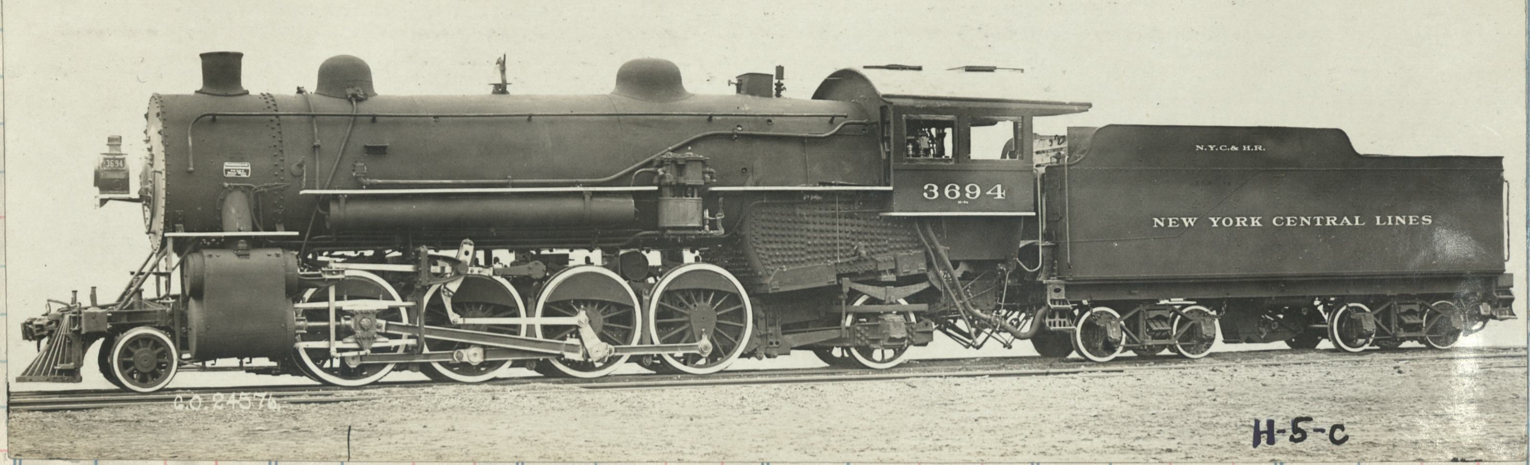
The first rebuild
Baldwin 1912


NEW YORK CENTRAL LINES
3699

Ex G-5b 2-8-0 #2431

Class H-5a
One engine

Mikado type locomotive, New York Central & Hudson River R. R.
John Howard, Supt. Motive Power.


3694
NEW YORK CENTRAL LINES
N.Y.C.&H.R.
H-5-c

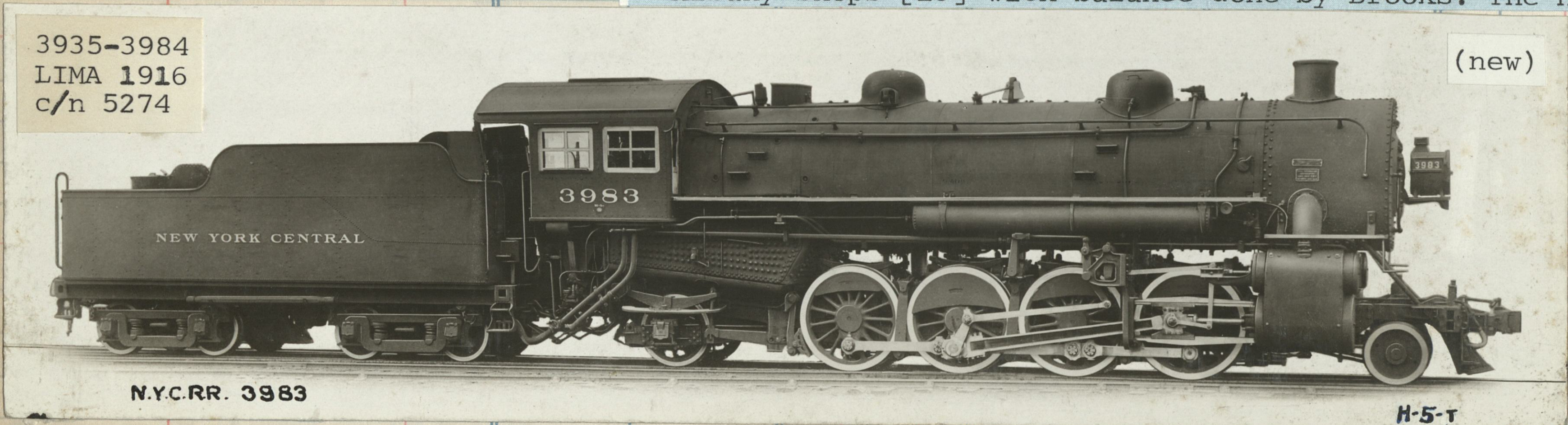
Class H-5c
3685-3694
ex 2438 G-5b
Rebuilt by
Brooks 1912

OKM

One of the most extensive rebuilding programs ever conducted by a U.S. road was undertaken by the NYC between 1912-1918 when some 465 Consolidations were converted into 2-8-2's. Seeing the need to update its freight power the decision was made to reconstruct the G-5 2-8-0's, as they came up for Class I or Class II repairs, into more efficient 2-8-2's. Rebuilding was done by Baldwin [5], LIMA [10], West Albany shops [19] with balance done by Brooks. The H-5 went thru subclasses H-5a-H-5v.

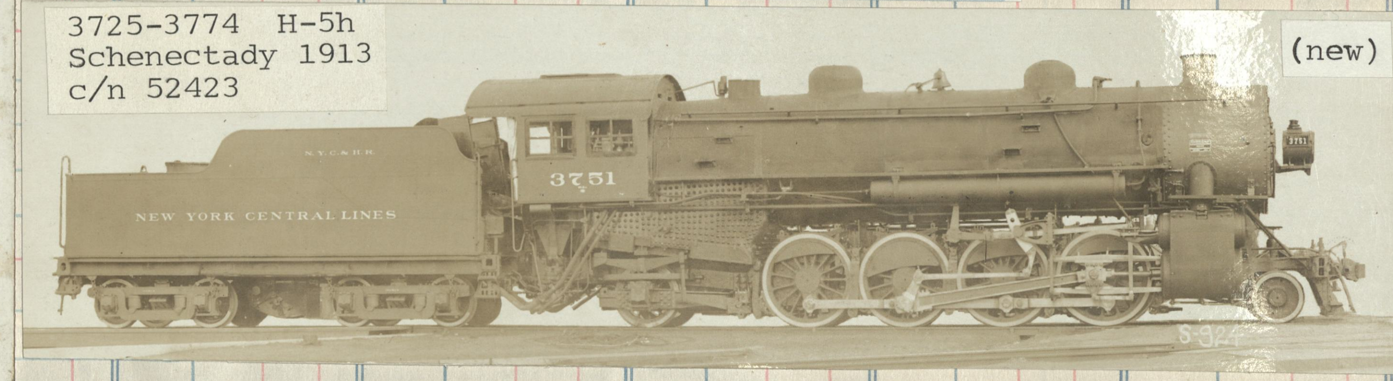
3935-3984
LIMA 1916
c/n 5274

(new)

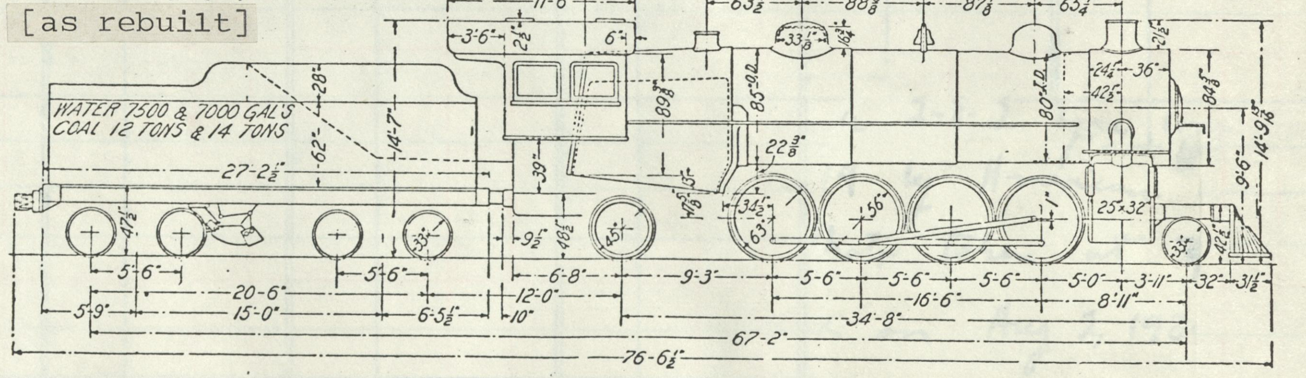

3983
NEW YORK CENTRAL
N.Y.C.RR. 3983
H-5-T

3725-3774 H-5h
Schenectady 1913
c/n 52423

(new)


3751
NEW YORK CENTRAL LINES
S-324

Classes H-5c,d,e
[as rebuilt]


WATER 7500 & 7000 GAL'S
COAL 12 TONS & 14 TONS
32'-11½"
20'-1"
11'-6"
63½"
88⅝"
87⅛"
65¼"
3'-6"
6"
28"
62"
14'-7"
27'-2½"
39"
89⅜"
85" O.D.
80" I.D.
22⅜"
25×32"
56"
63"
45"
33"
9'-6"
14'-9 15/16"
5'-6"
20'-6"
5'-9"
15'-0"
6'-5½"
6'-8"
12'-0"
10"
9'-3"
5'-0"
3'-11"
32"
16'-6"
8'-11"
34'-8"
67'-2"
76'-6½"

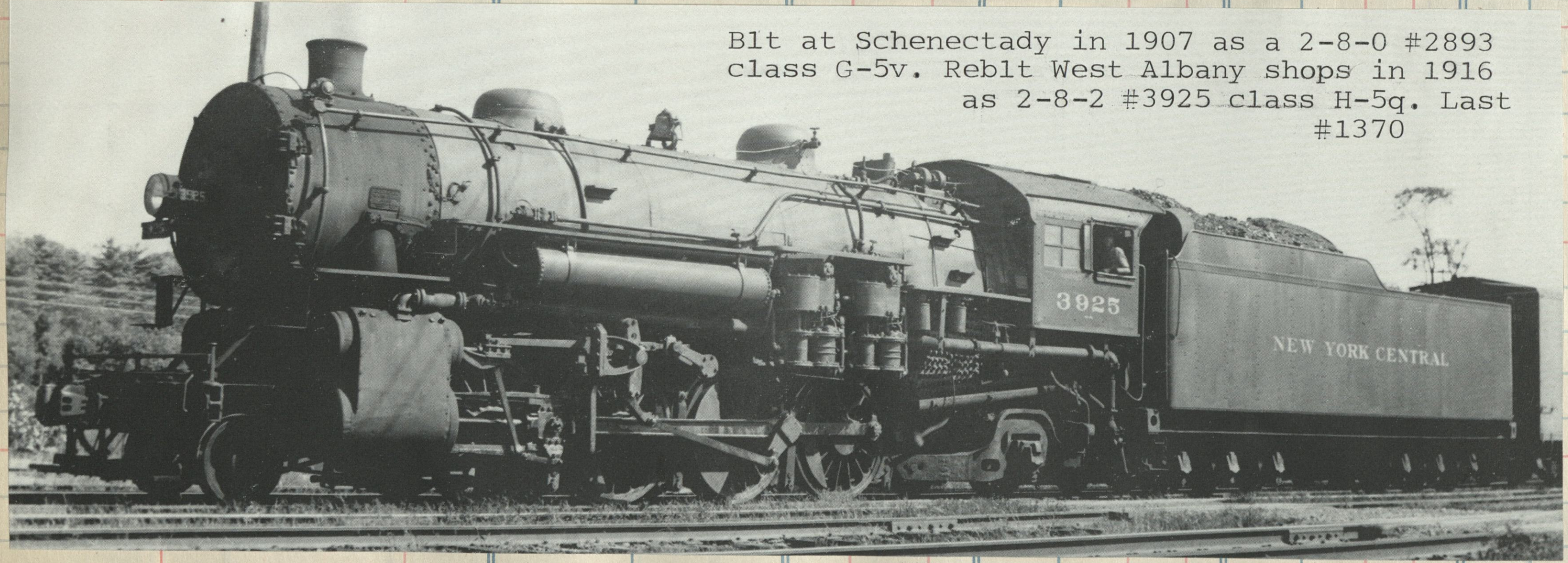
Built by the American Locomotive Co.,
Brooks Works
Builder's Order No. 24576
Number of Locomotives
Class H-5c 10
Class H-5d 10
Class H-5e 97

Note—These engines have tenders Class F-4, F-7, or F-8.
Water capacities 7,000 gal. and 7,500 gal.
Coal capacities 14 tons and 12 tons.

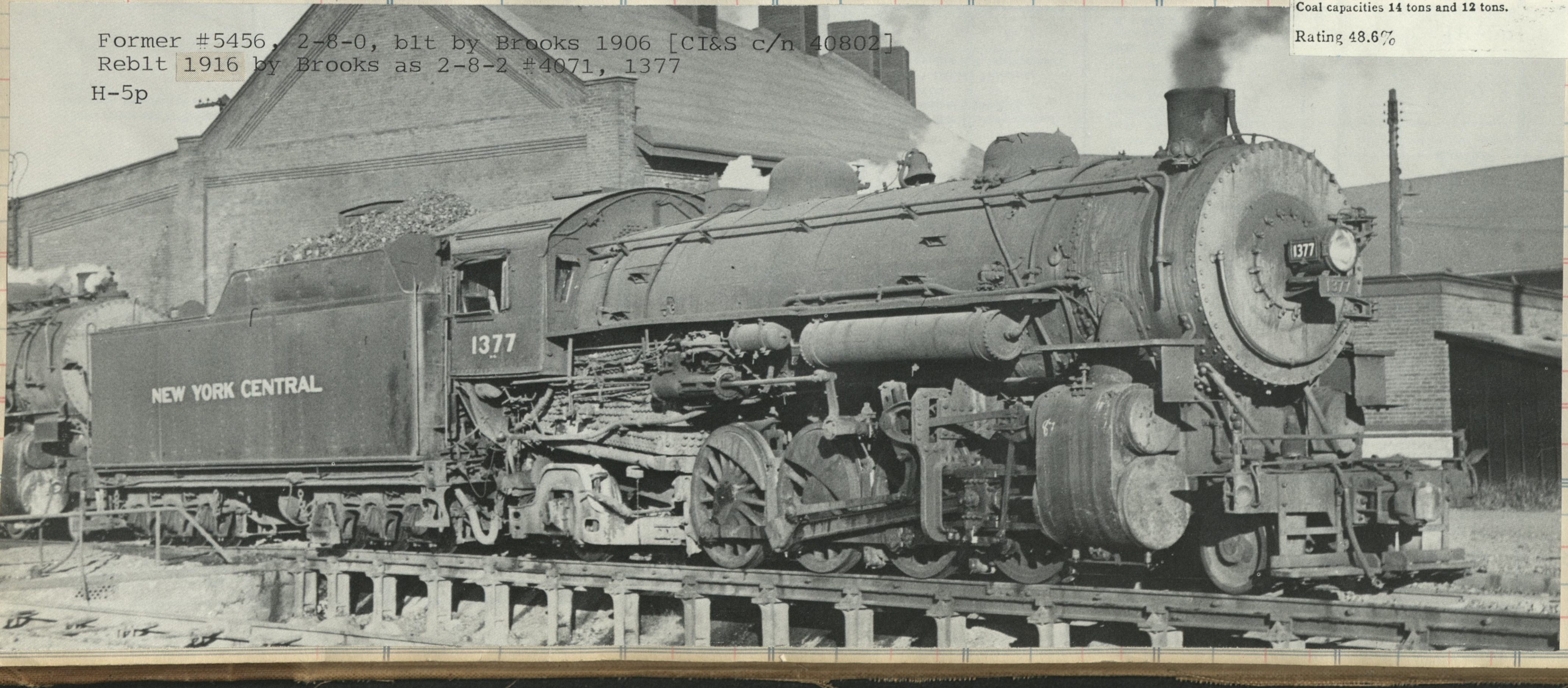
Rating 48.6%

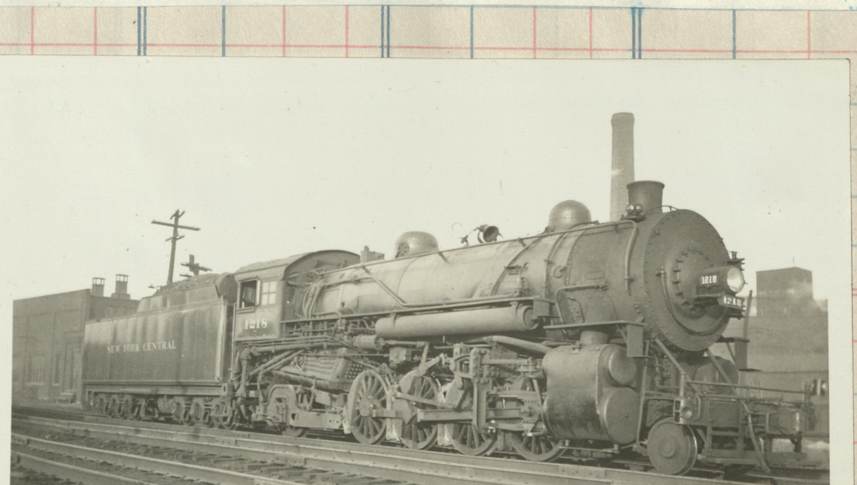
Kind of main valve	14 in. piston
Firebox length inside	108⅛ in.
Firebox width inside	75¼ in.
Grate area	56.5 sq. ft.
Tubes, number large	36 5⅜ in.
Tubes, number small	265 2 in.
Tubes, length over sheets	20 ft. 6 in.
Heating surface tubes	3865 sq. ft.
Heating surface firebox and arch tubes	230 sq. ft.
Total heating surface	4095 sq. ft.
Heating surface superheater	870 sq. ft.
Weight on front Truck, working order	22000 lbs.
Weight on Drivers, working order	215000 lbs.
Weight on rear Truck, working order	37000 lbs.
Total weight of Engine, working order	274000 lbs.
Weight of Tender, loaded	141600 lbs. 137500 lbs.
Weight of Tender, empty	55000 lbs. 53500 lbs.
Steam Pressure	180 lbs.
Max. Tractive Force	48550 lbs.

Blt at Schenectady in 1907 as a 2-8-0 #2893 class G-5v. Reblt West Albany shops in 1916 as 2-8-2 #3925 class H-5q. Last #1370


3925
NEW YORK CENTRAL

Former #5456, 2-8-0, blt by Brooks 1906 [CI&S c/n 40802]
Reblt 1916 by Brooks as 2-8-2 #4071, 1377
H-5p

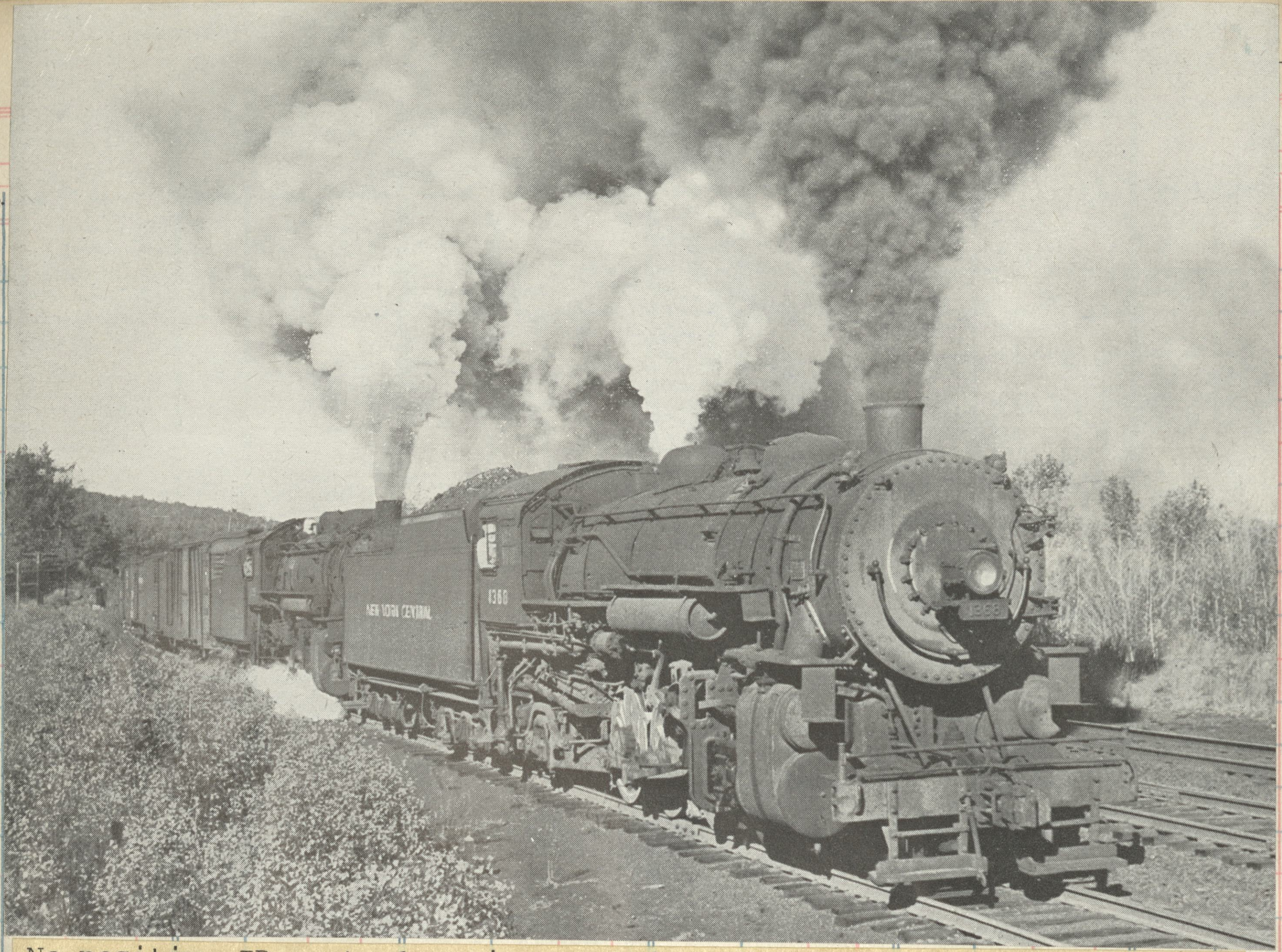

1377
1377
NEW YORK CENTRAL



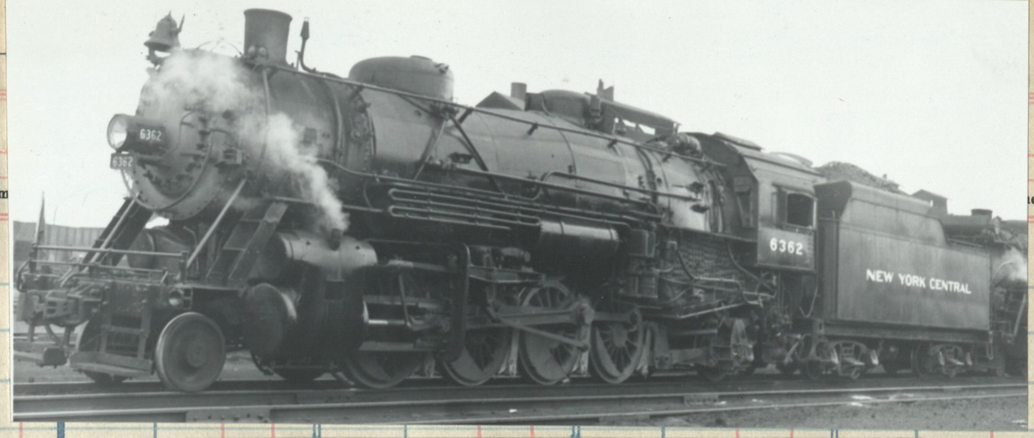
The 1218 came from Schenectady in 1904 as G-5b #2430, c/n 30350. Rebuilt as 2-8-2 class H-5e by Brooks 1912 #3655. Renoed 1218 in 1936.

foto by Ed May

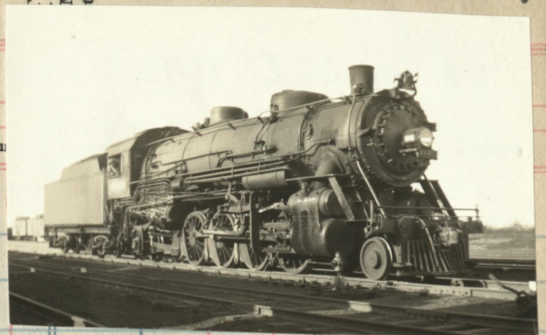
Clos. No.



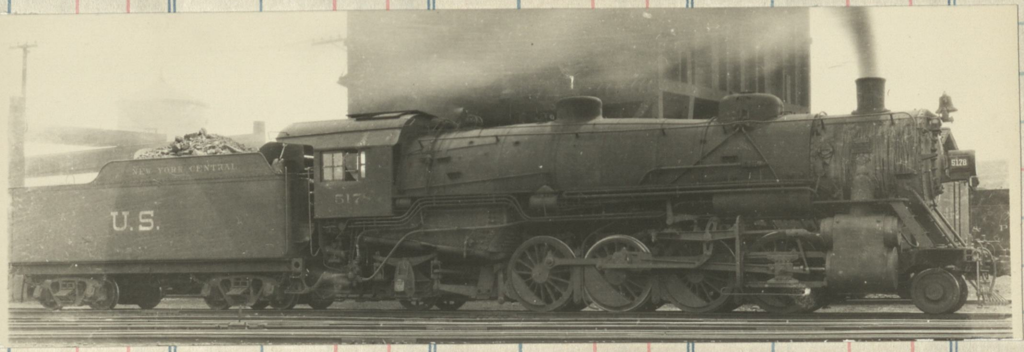
No positive ID as to location of this shot but a guess would be it's on the B&A just east of Chatham. The lead engine 1368 [H-5p 2-8-2] was assigned the B&A about the date this photo was taken c 1948.



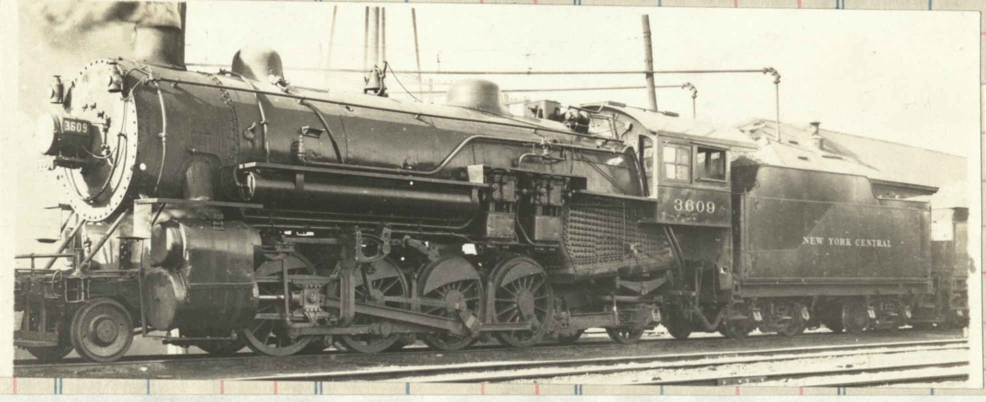
H-6a 6362, ex 5103, 1803, Schenectady 1918



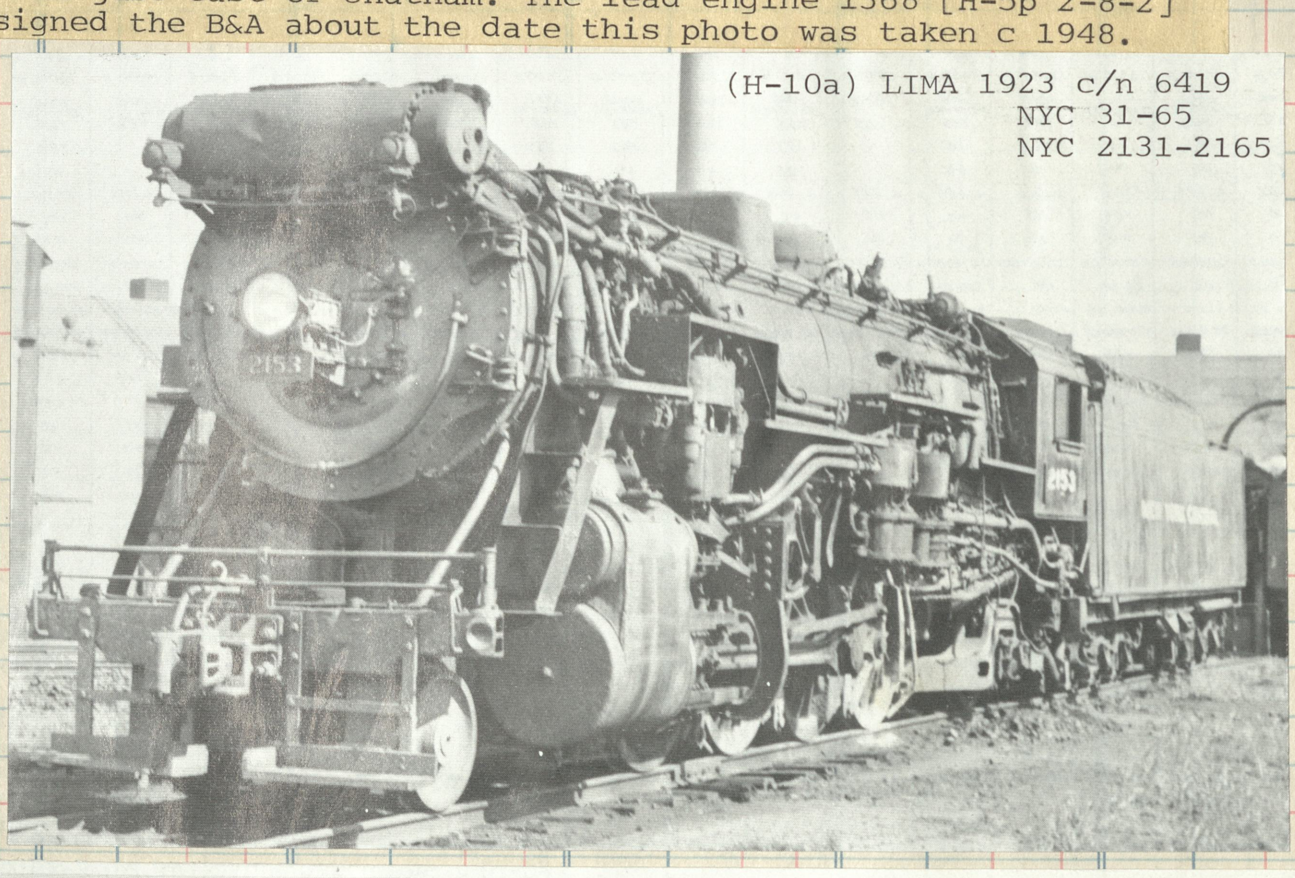
1845 at Malone NY 4/38



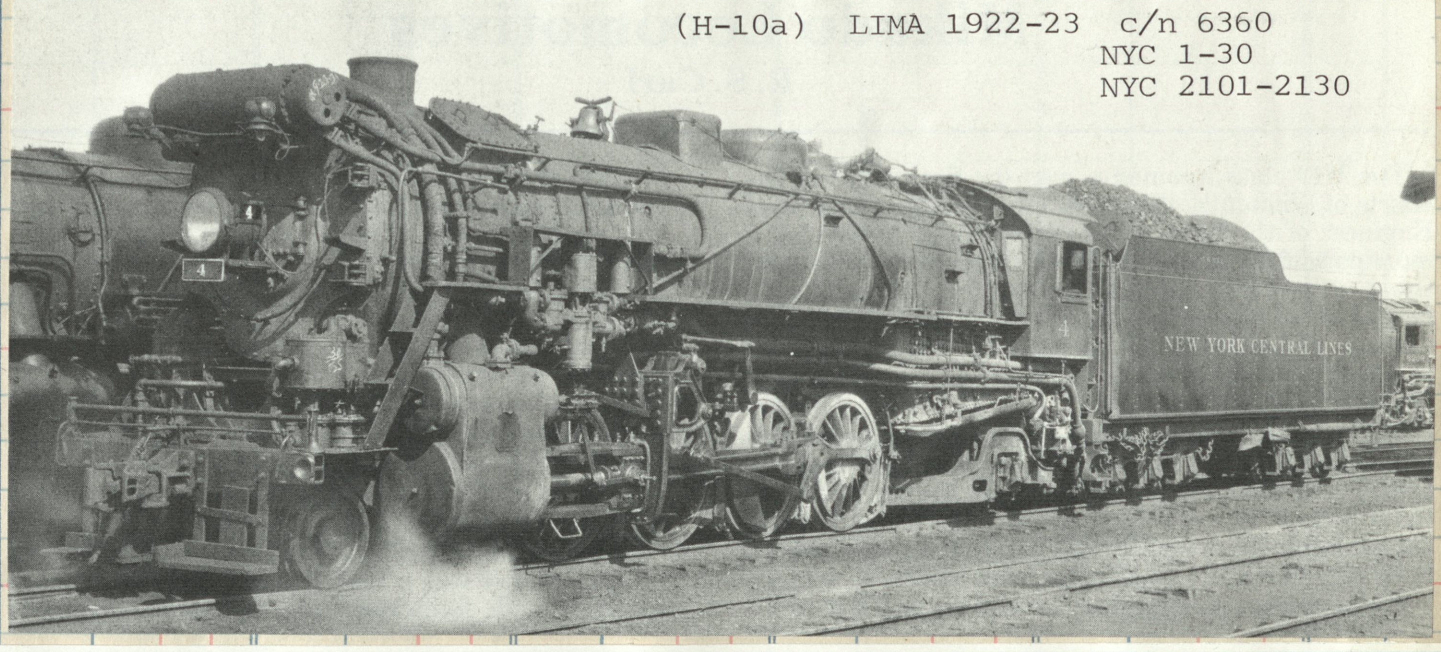
5150-5194
H-6a
LIMA 1918
c/n 5778



3609 H-5e reblt by Brooks 1912. Ex # 2737, 2-8-0, G-5c Schenectady 1905

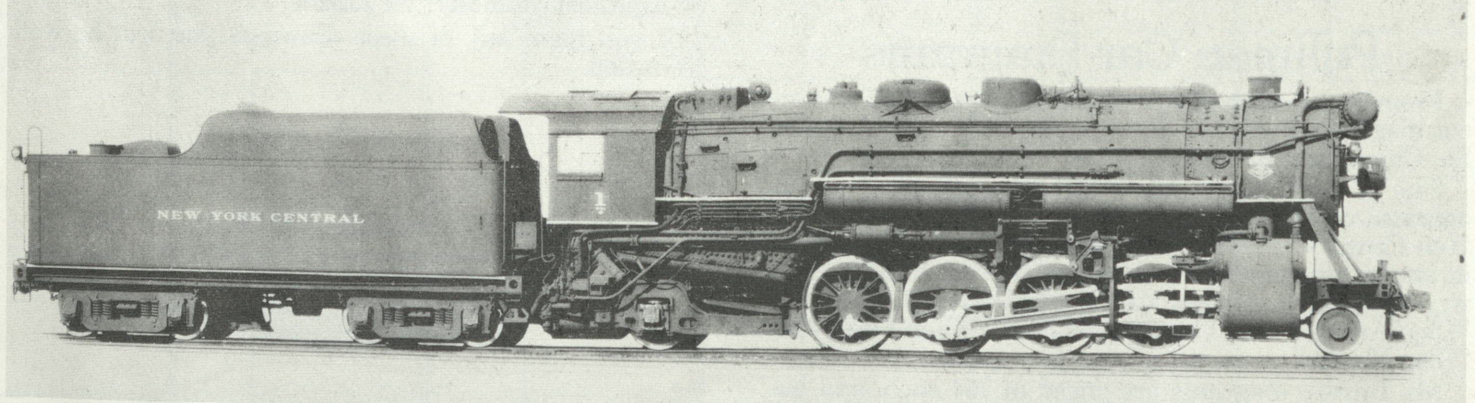


(H-10a) LIMA 1923 c/n 6419
NYC 31-65
NYC 2131-2165



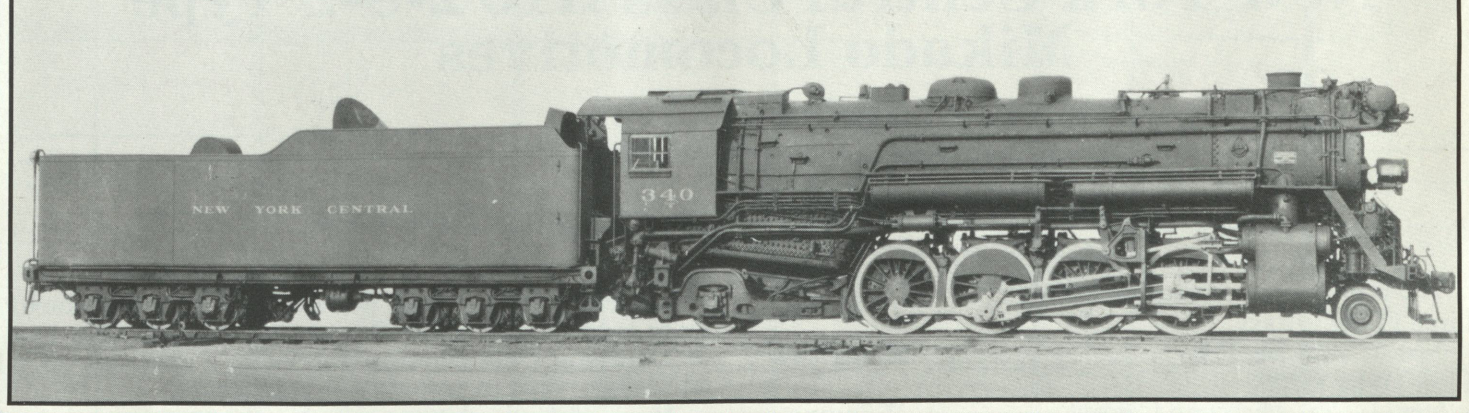
(H-10a) LIMA 1922-23 c/n 6360
NYC 1-30
NYC 2101-2130

W. E. Woodard's "Super" Mike



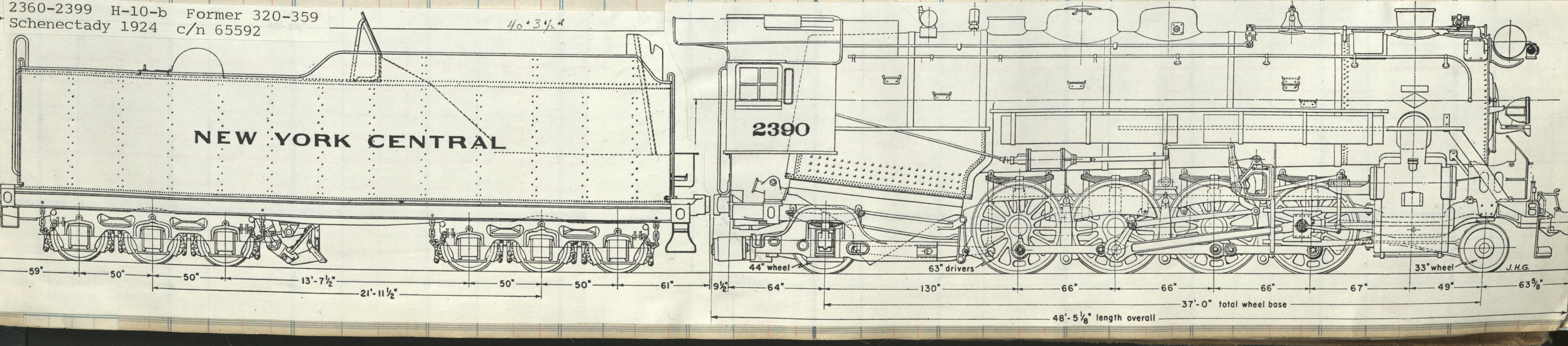
Right side builder's photo of the first production H10a #1. Built by Lima in September 1922, B/N 6357.

Renoed 2380
H-10b c/n 65582



2360-2399 H-10-b Former 320-359
Schenectady 1924 c/n 65592

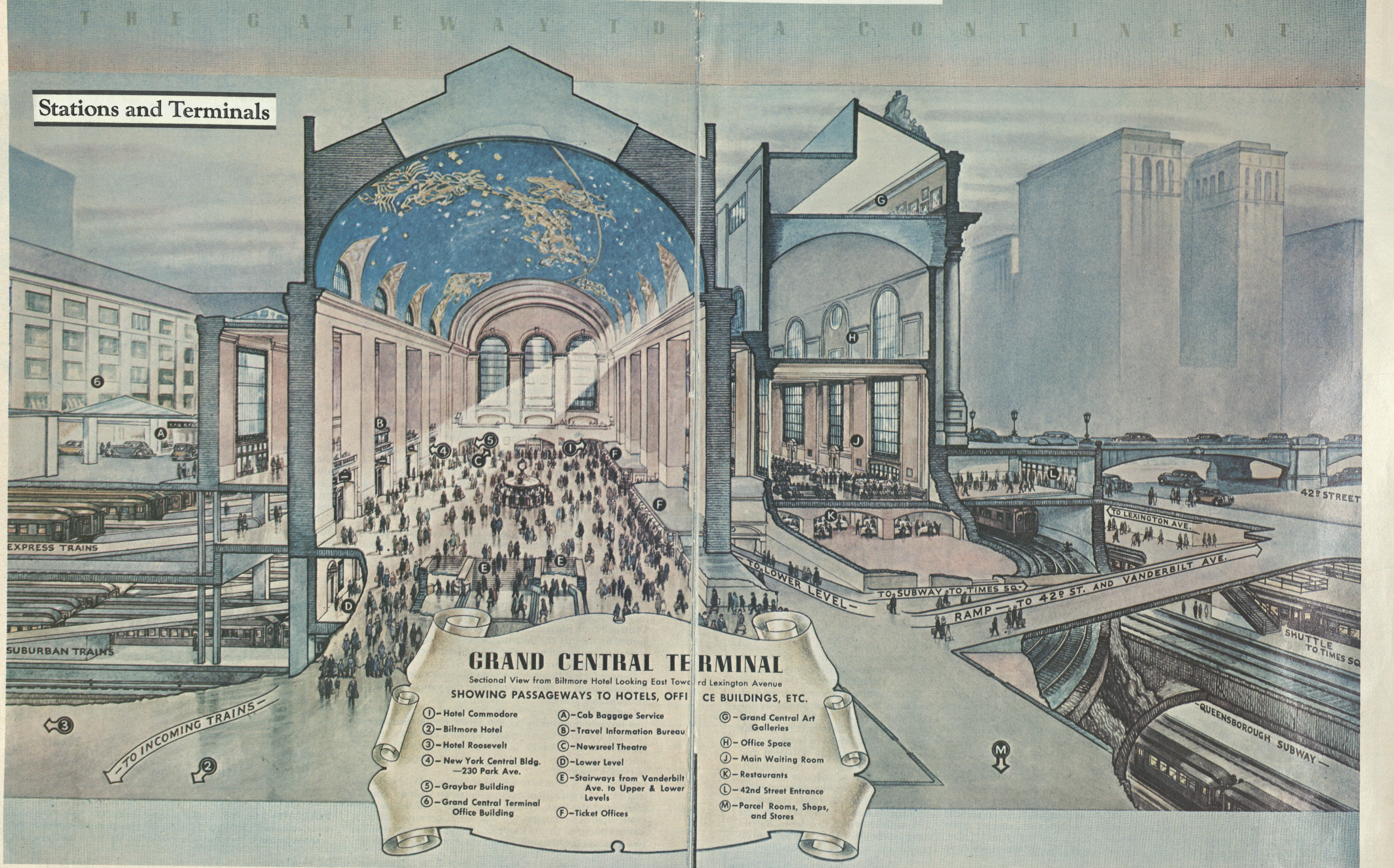
40' 3½"



NEW YORK CENTRAL
2390
44" wheel
63" drivers
33" wheel
J.H.G.
59"
50"
50"
13'-7½"
21'-11½"
50"
50"
61"
9½"
64"
130"
66"
66"
66"
67"
49"
63⅝"
37'-0" total wheel base
48'-5⅛" length overall

"Magnificent stations do not earn one cent more of revenue, their cost is great, and they are costly to maintain, but if these mighty edifices will please the public, they must be built."

Stations and Terminals

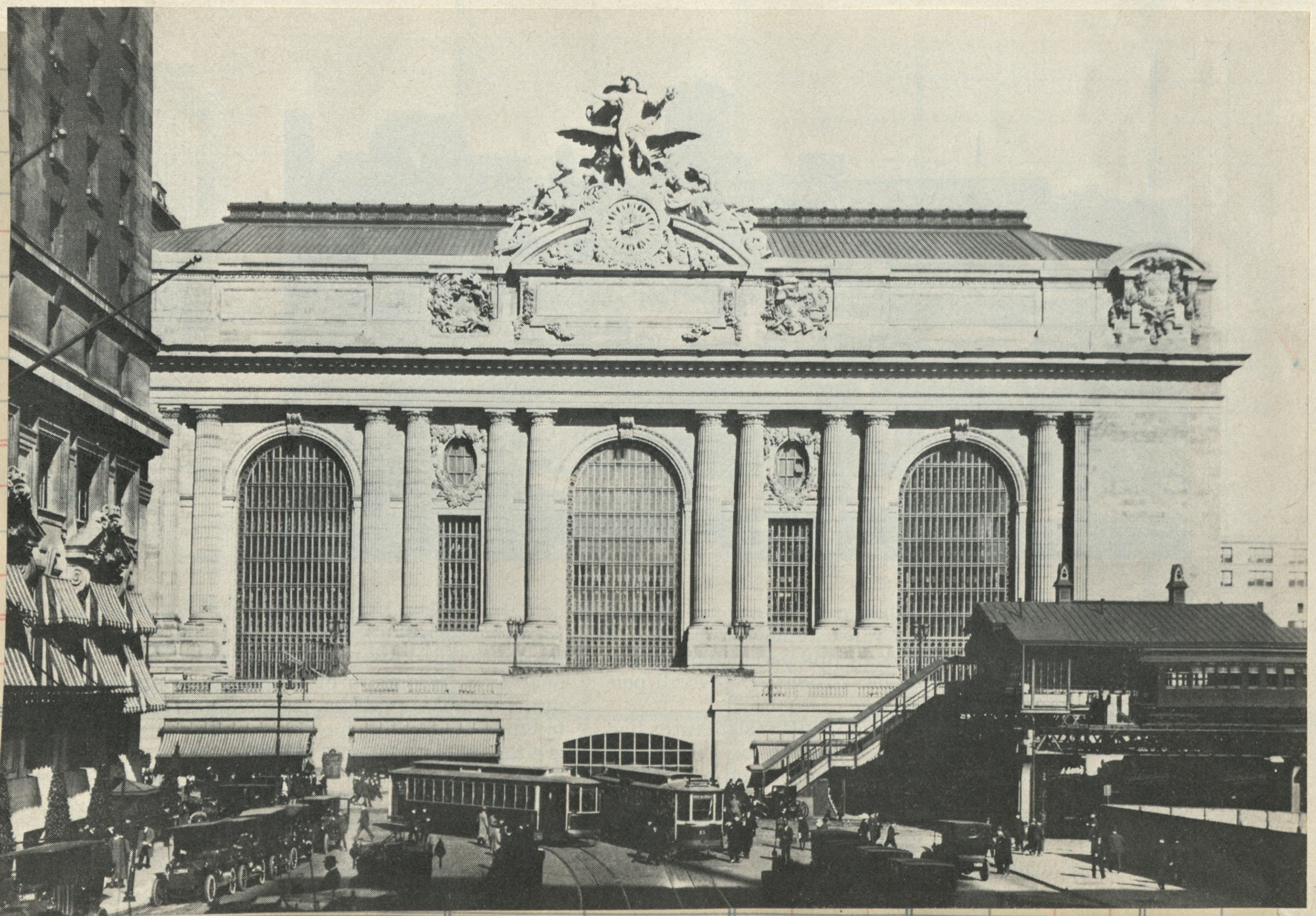

THE GATEWAY TO A CONTINENT
EXPRESS TRAINS
SUBURBAN TRAINS
TO INCOMING TRAINS
TO LOWER LEVEL
TO SUBWAY TO TIMES SQ.
RAMP TO 42º ST. AND VANDERBILT AVE.
TO LEXINGTON AVE.
42º STREET
SHUTTLE TO TIMES SQ
QUEENSBOROUGH SUBWAY

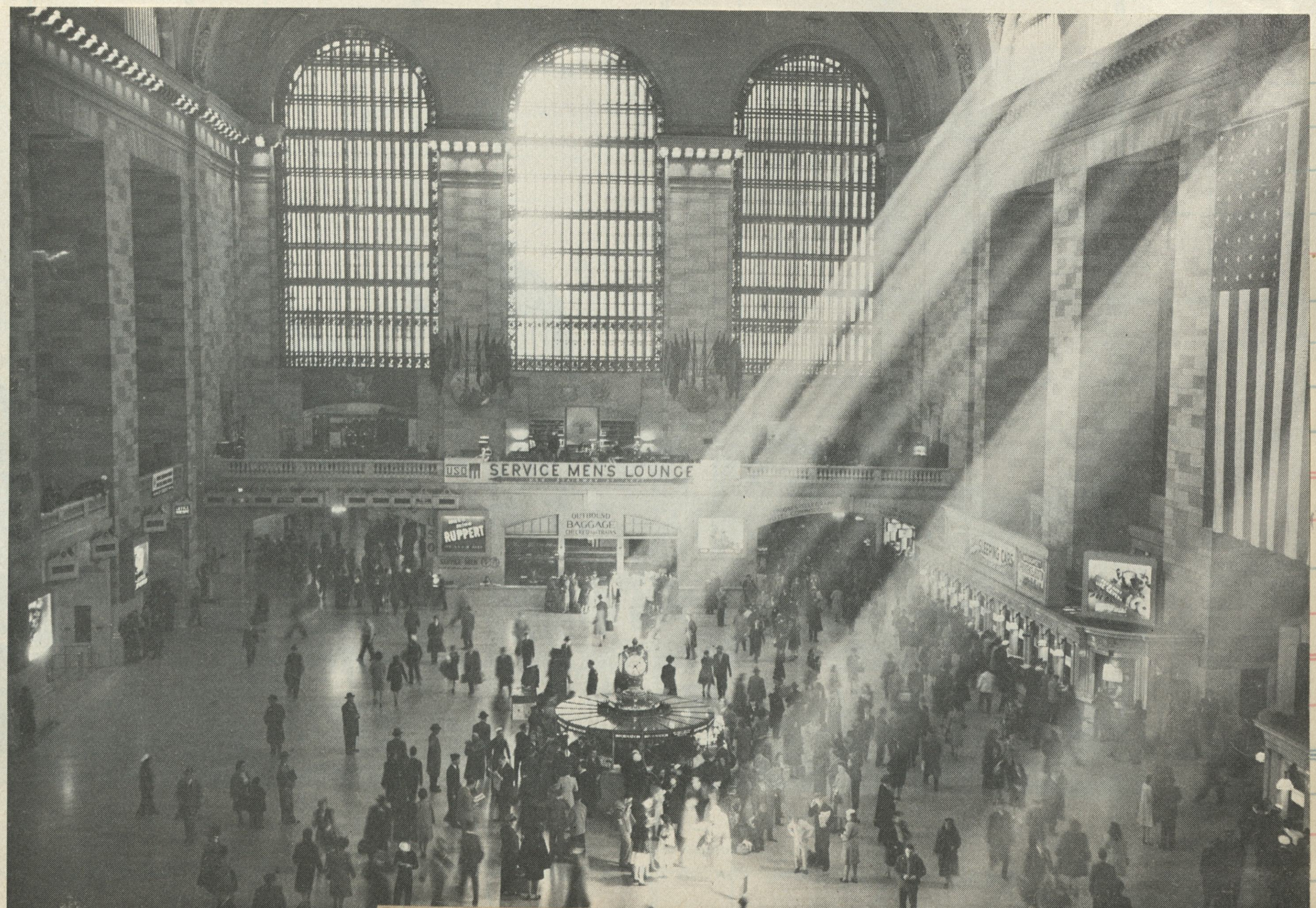
GRAND CENTRAL TERMINAL

Sectional View from Biltmore Hotel Looking East Toward Lexington Avenue

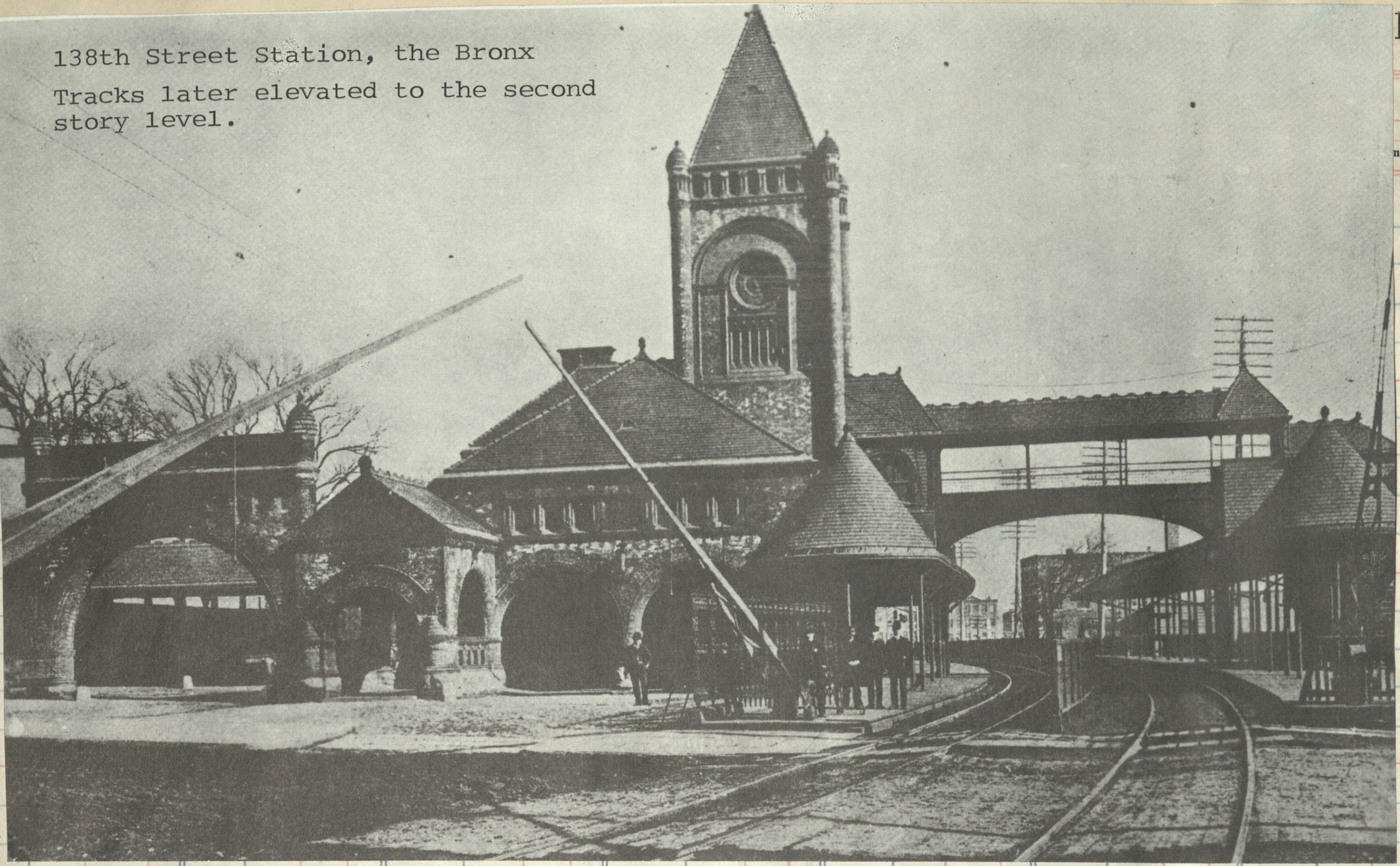
SHOWING PASSAGEWAYS TO HOTELS, OFFICE BUILDINGS, ETC.

①—Hotel Commodore
②—Biltmore Hotel
③—Hotel Roosevelt
④—New York Central Bldg. —230 Park Ave.
⑤—Graybar Building
⑥—Grand Central Terminal Office Building
Ⓐ—Cab Baggage Service
Ⓑ—Travel Information Bureau
Ⓒ—Newsreel Theatre
Ⓓ—Lower Level
Ⓔ—Stairways from Vanderbilt Ave. to Upper & Lower Levels
Ⓕ—Ticket Offices
Ⓖ—Grand Central Art Galleries
Ⓗ—Office Space
Ⓙ—Main Waiting Room
Ⓚ—Restaurants
Ⓛ—42nd Street Entrance
Ⓜ—Parcel Rooms, Shops, and Stores

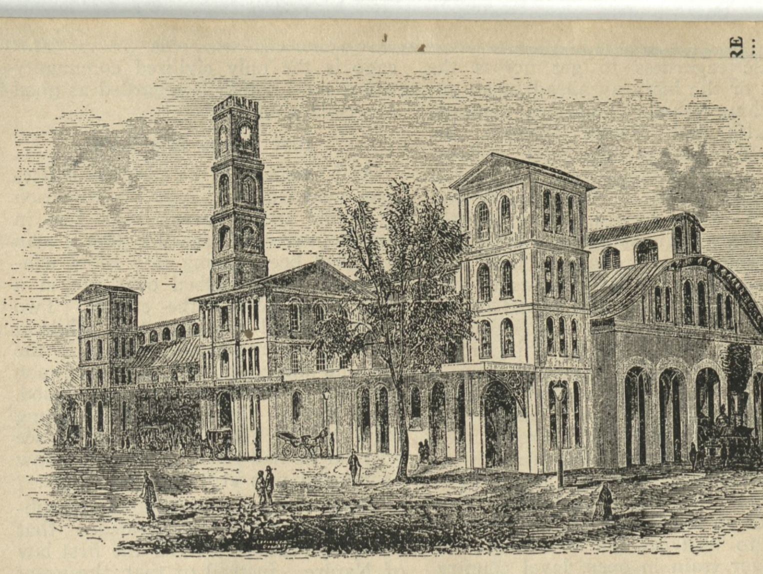



SERVICE MENS LOUNGE

East end-Main concourse


138th Street Station, the Bronx

Tracks later elevated to the second story level.



A Giant in Its Day

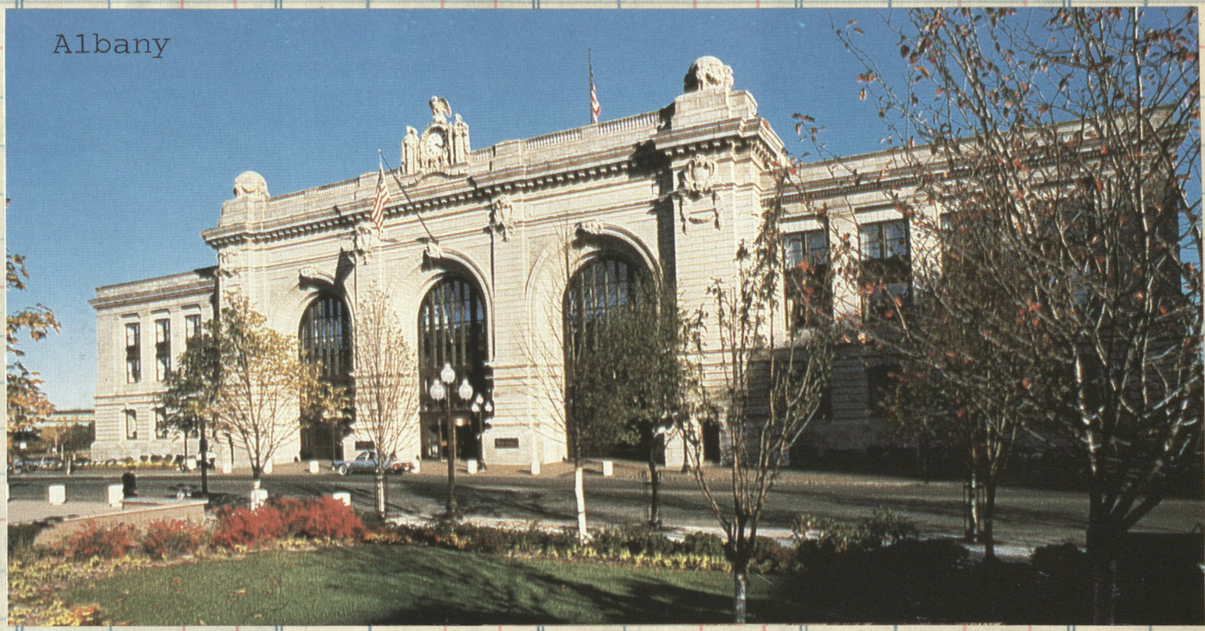
THE above picture shows the Union Station at Troy, N. Y., as it appeared in 1857. At that time it was described as "one of the finest railroad station buildings in the United States."

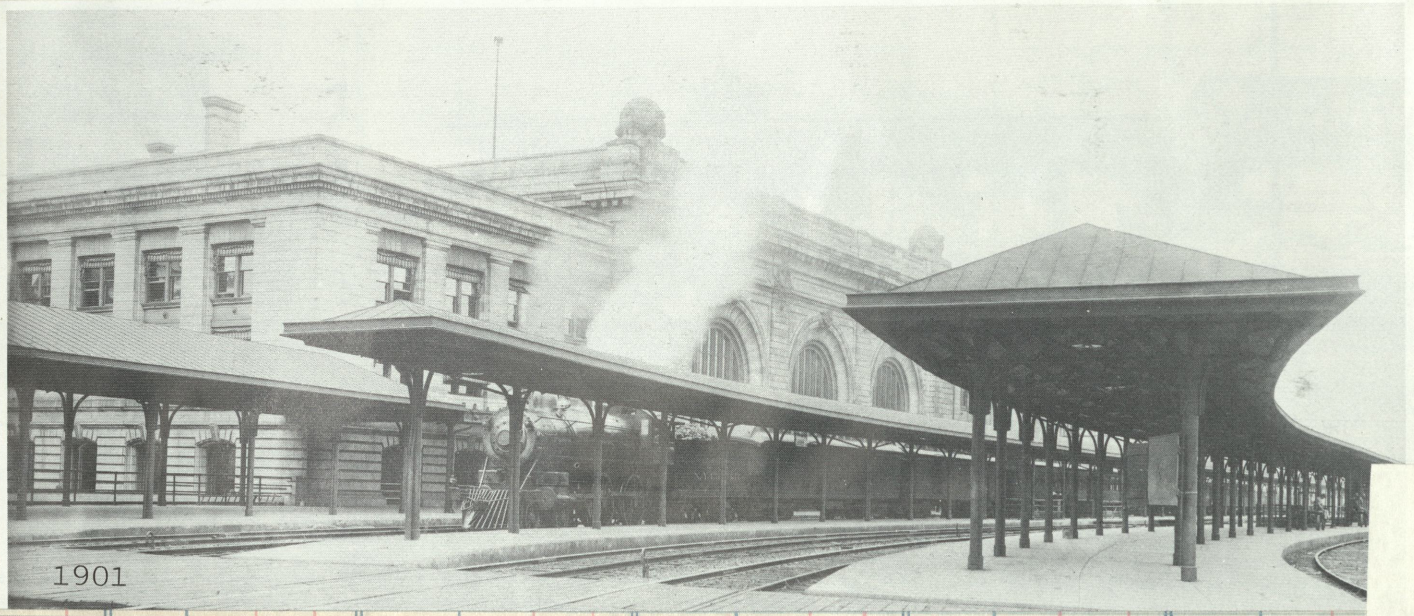
This station was the joint terminal of the New York Central, the Rensselaer & Saratoga, the Troy & Greenbush, the Troy & Boston, the Troy & Albany, the Hudson River, the New York, Harlem, Albany & Troy.

The west side of the building consisted of four suites of rooms, each suite consisting of a baggage-room, which is sub-divided, a gentlemen's room, ticket office, wash room, ladies' reception room, ladies' drawing and toilet room, and a passage to carriages. The suites of rooms were under the separate control of the railroads using them.

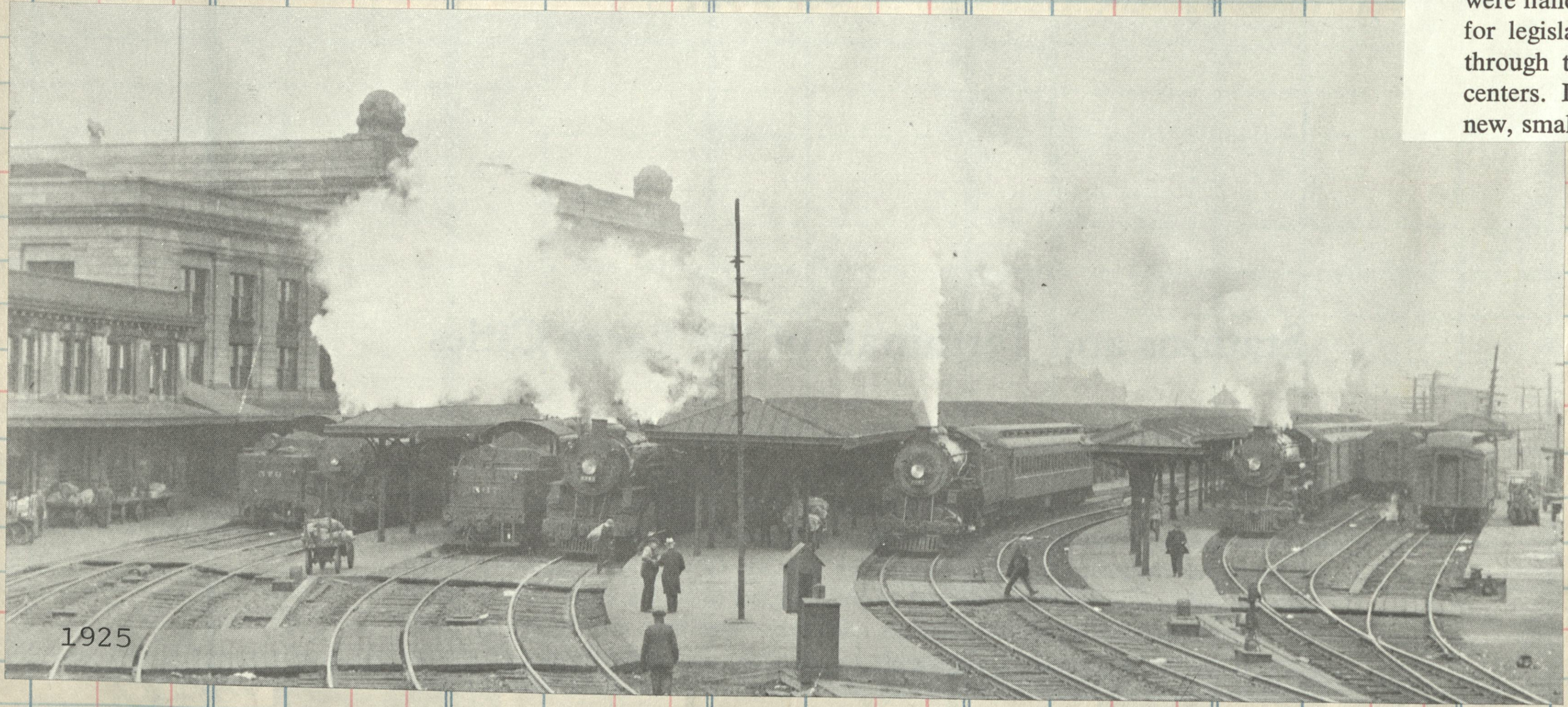
There were ten tracks through the building. The length of the building was 404 feet, its width 240 feet and it was 70 feet in height.

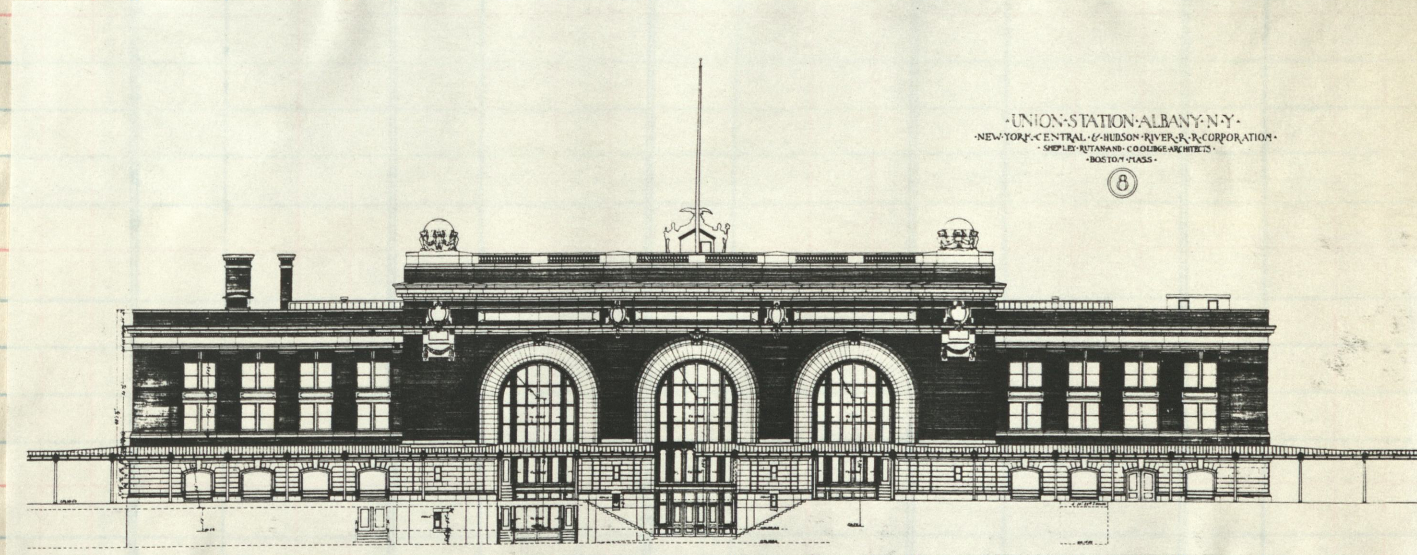
Troy's population in 1855 was about 50,000.

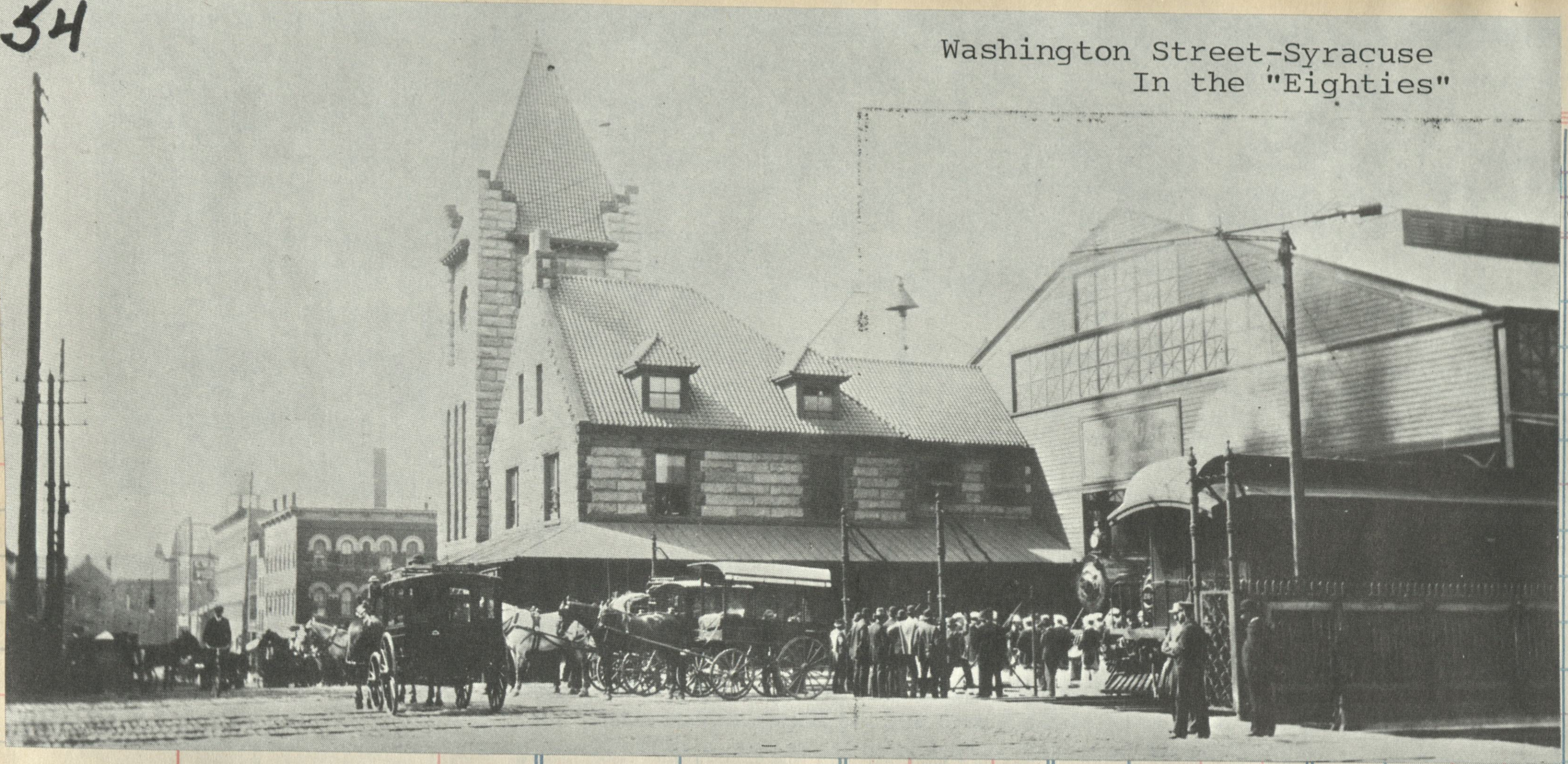

Albany

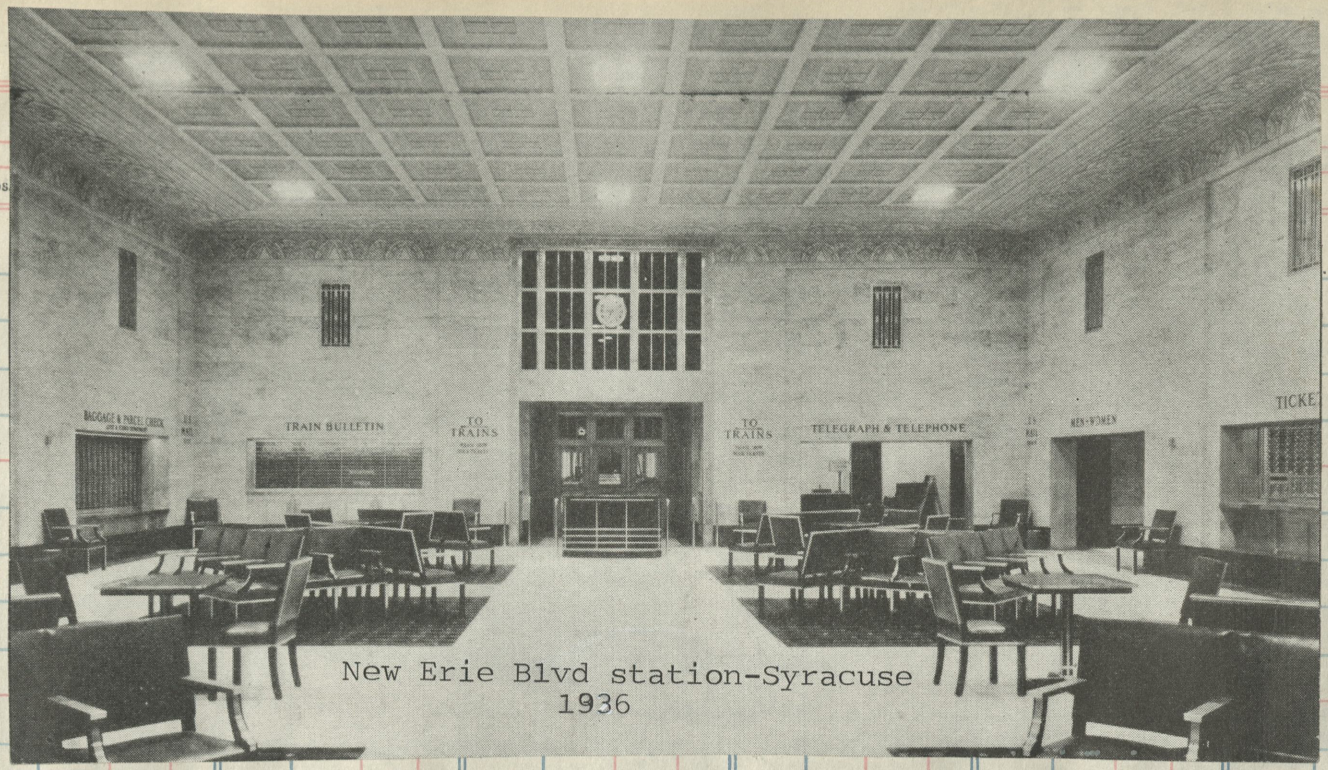

1901

Albany's new station was opened in December 1900, and a busy place it was for many years. In its first year there were 96 trains daily (New York Central—42, Boston & Albany—10, Delaware & Hudson—31, and West Shore—13). During the war years of 1942 and 1943, passenger traffic reached its peak when 121 trains were handled daily. To Albany came the politicians from all over the state—groups for legislative hearings, and candidates for elections—and most came and went through this station. Its bar and restaurant were famous as social and business centers. December 1968, saw the end of service—now 30 trains a day use a new, small station across the Hudson.

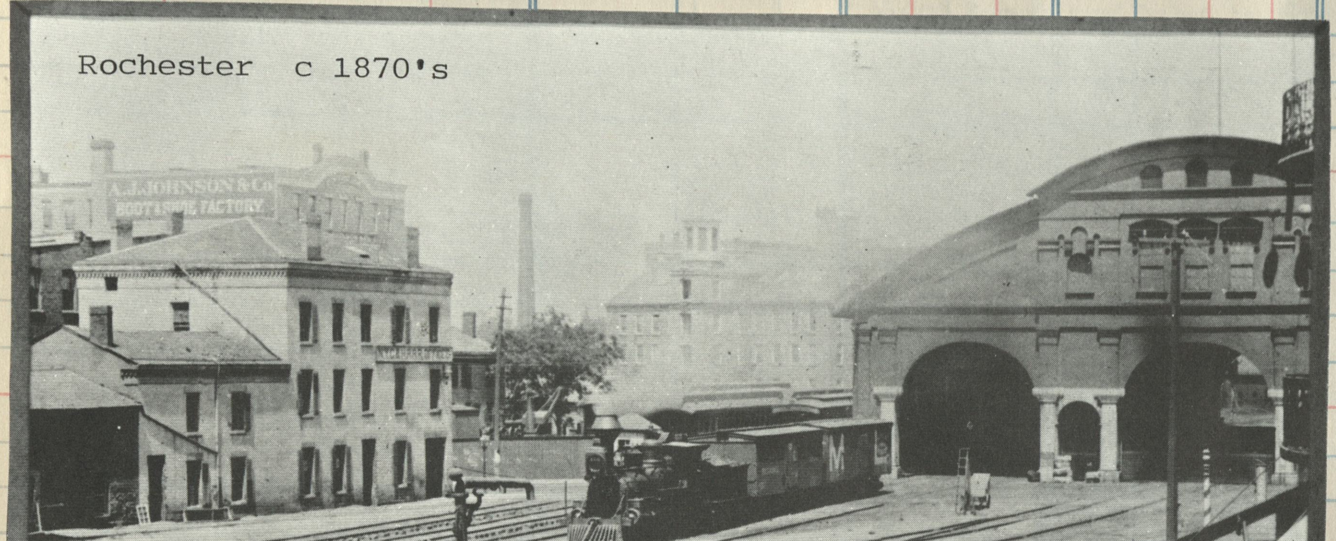

1925


·UNION·STATION·ALBANY·N·Y·
·NEW·YORK·CENTRAL·&·HUDSON·RIVER·R·R·CORPORATION·
·SHEPLEY·RUTAN AND·COOLIDGE·ARCHITECTS·
·BOSTON·MASS·
8

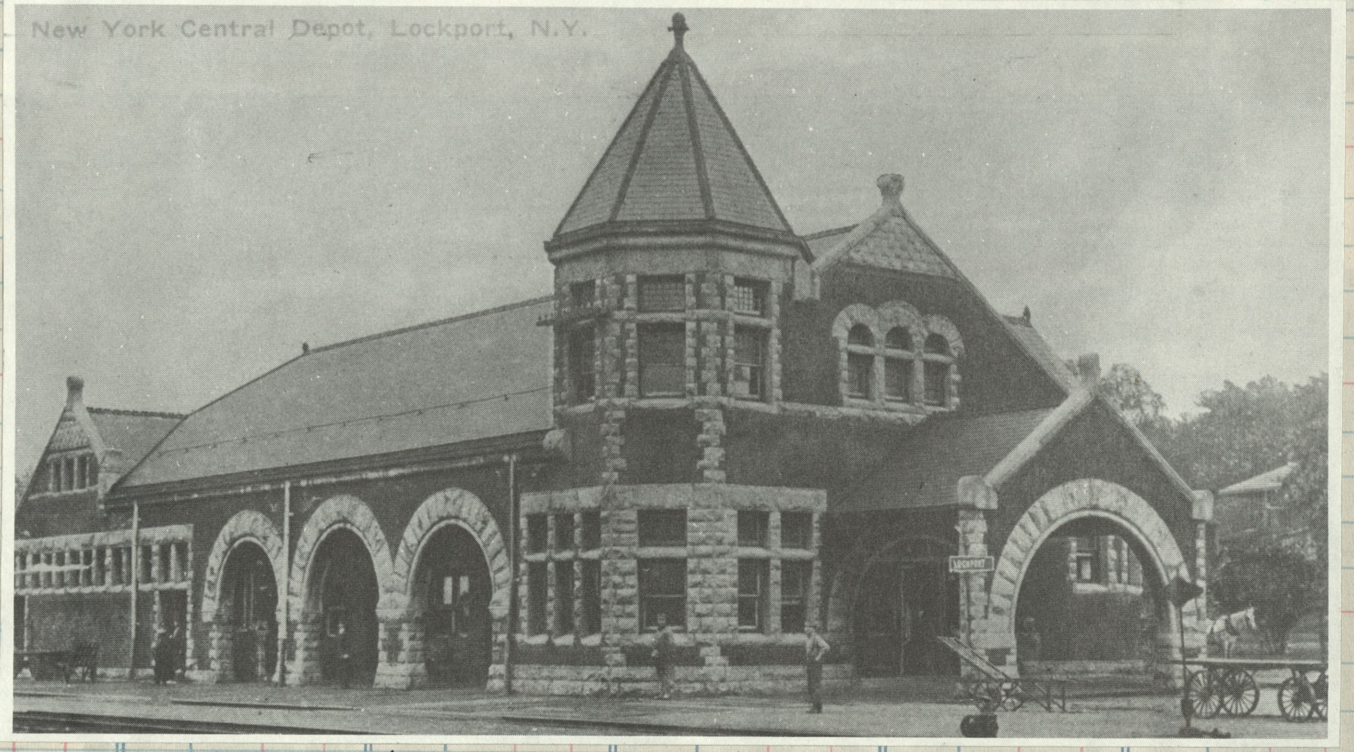

Washington Street-Syracuse
In the "Eighties"

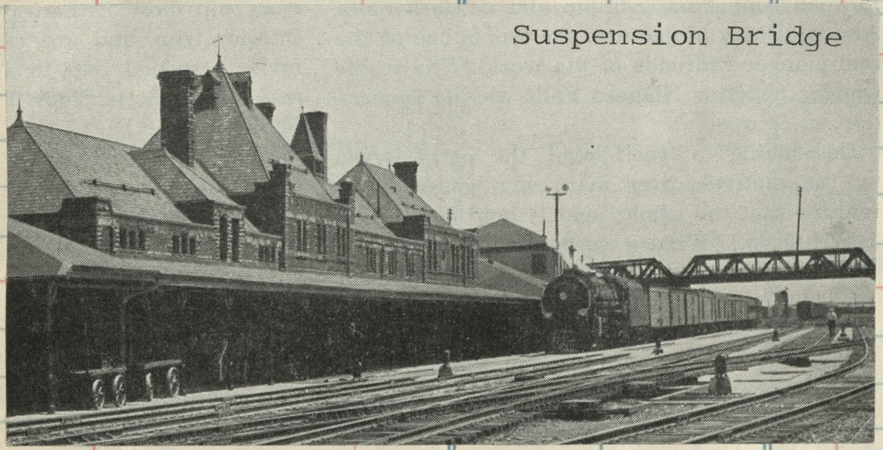

TRAIN BULLETIN
TO TRAINS
TO TRAINS
TELEGRAPH & TELEPHONE
TICKE
New Erie Blvd station-Syracuse
1936

Sold Amount

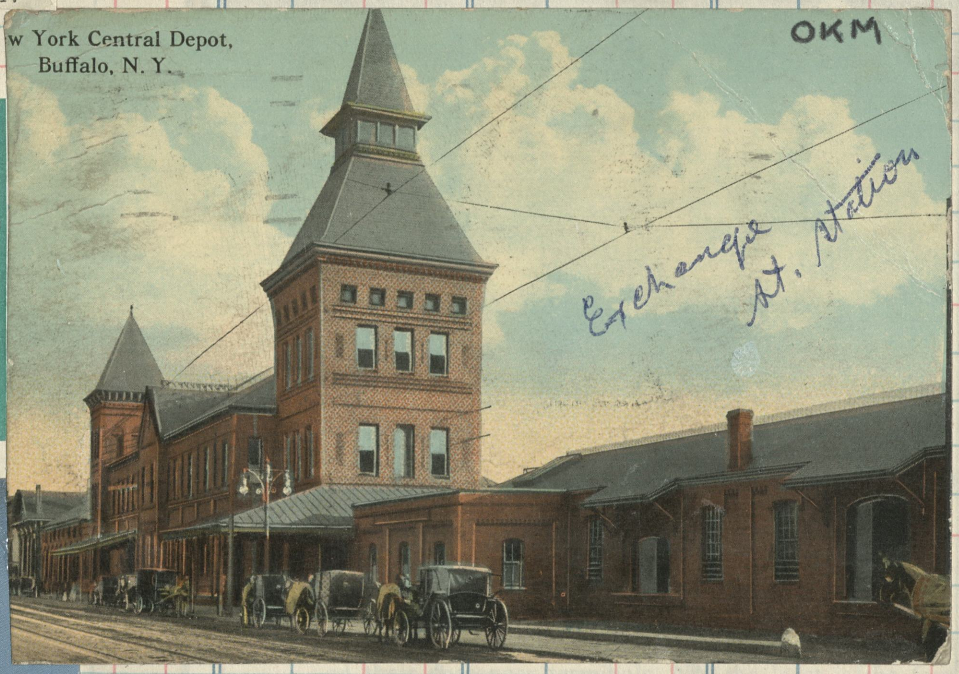

Rochester c 1870's
A. J. JOHNSON & Co.
BOOT & SHOE FACTORY

New York Central Station, Rochester, N. Y.


New York Central Depot, Lockport, N.Y.

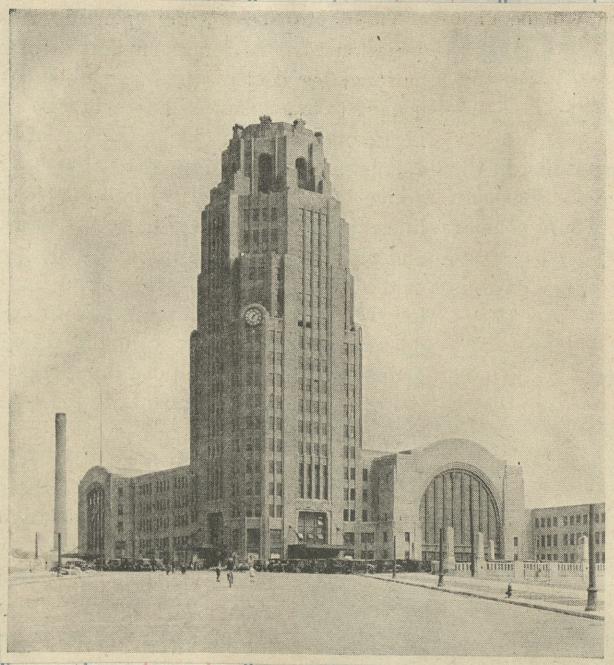

Suspension Bridge

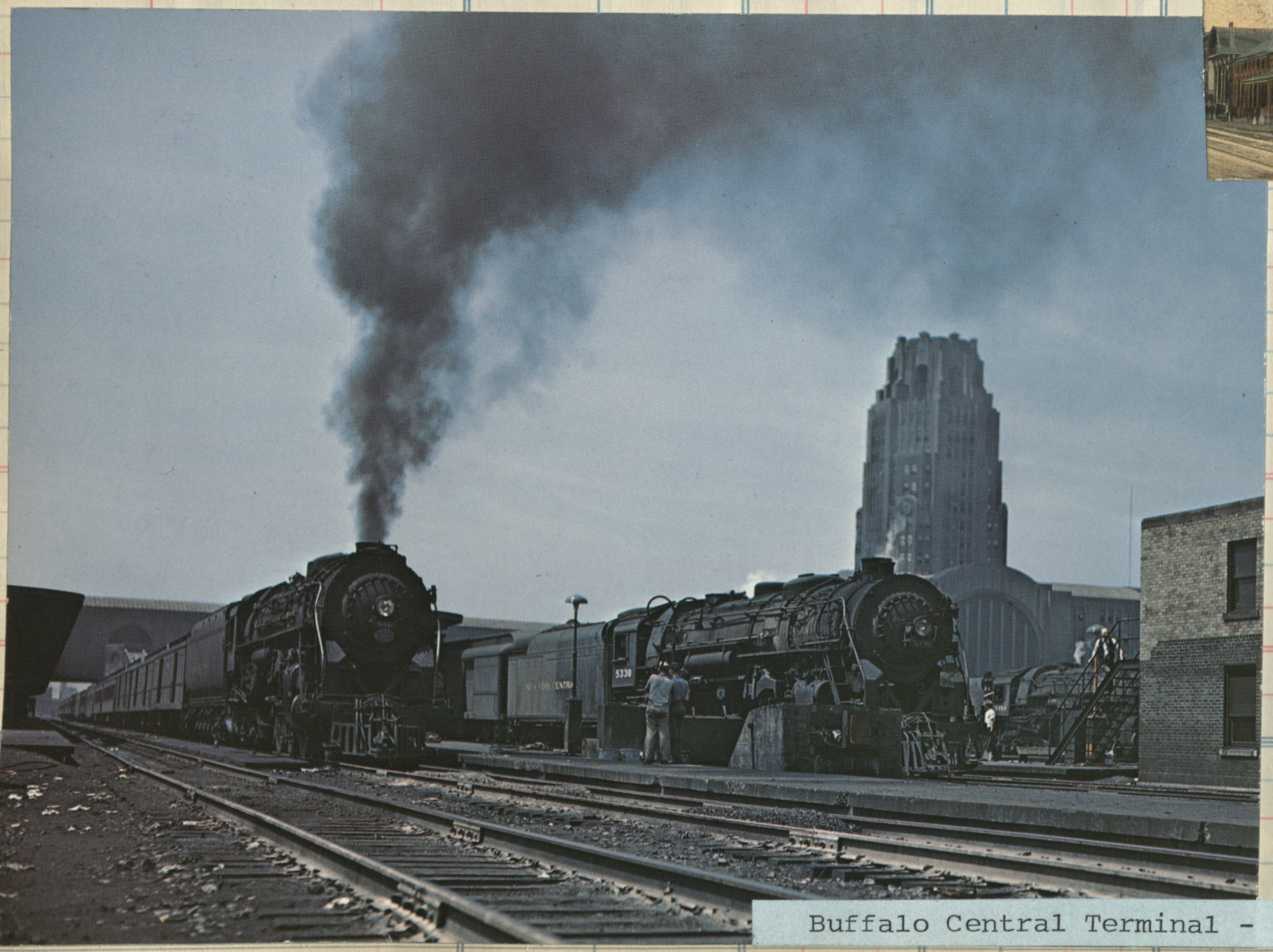
P/C dtd Aug 1917

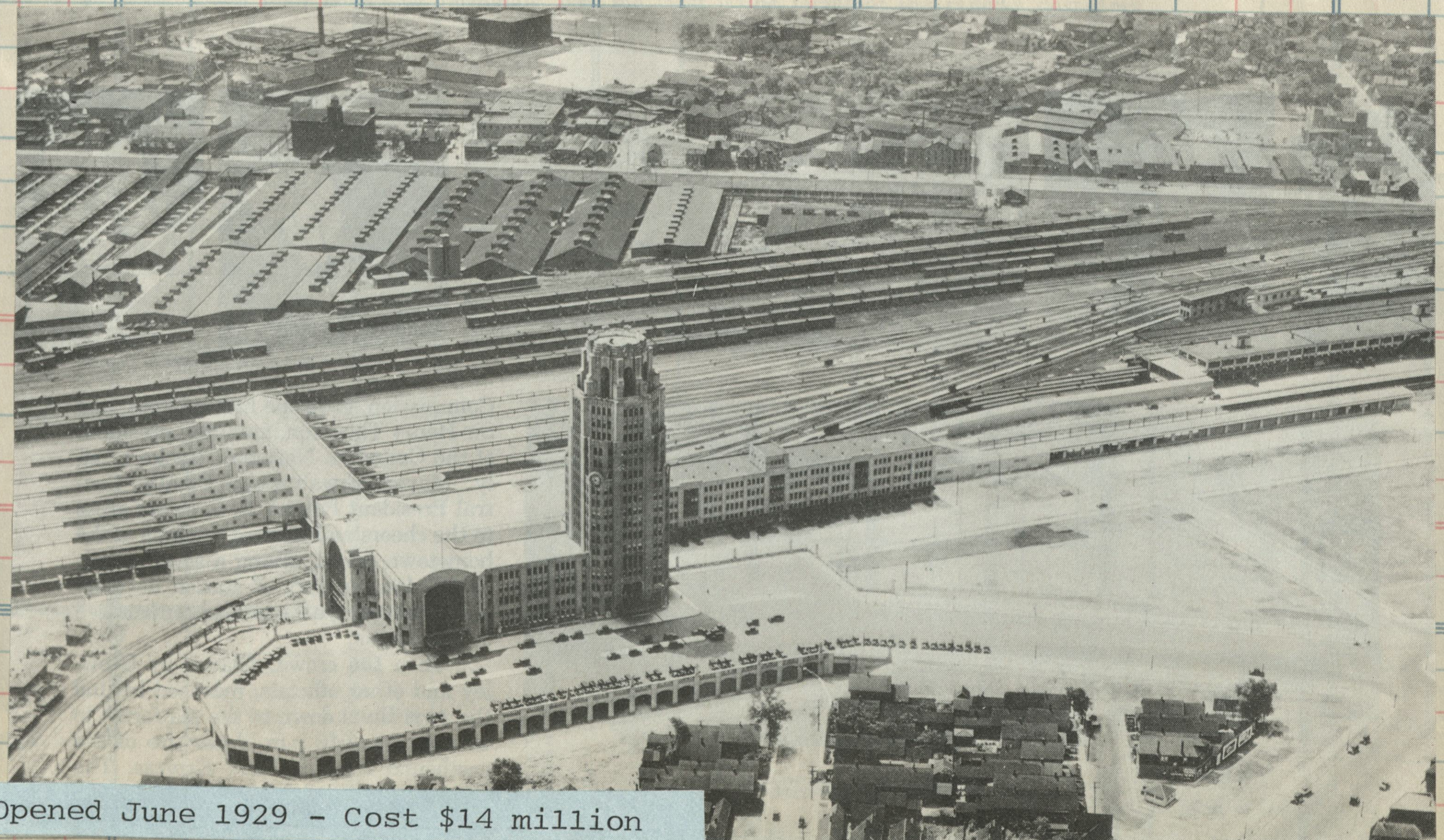

New York Central Depot,
Buffalo, N. Y.

OKM

Exchange St. Station



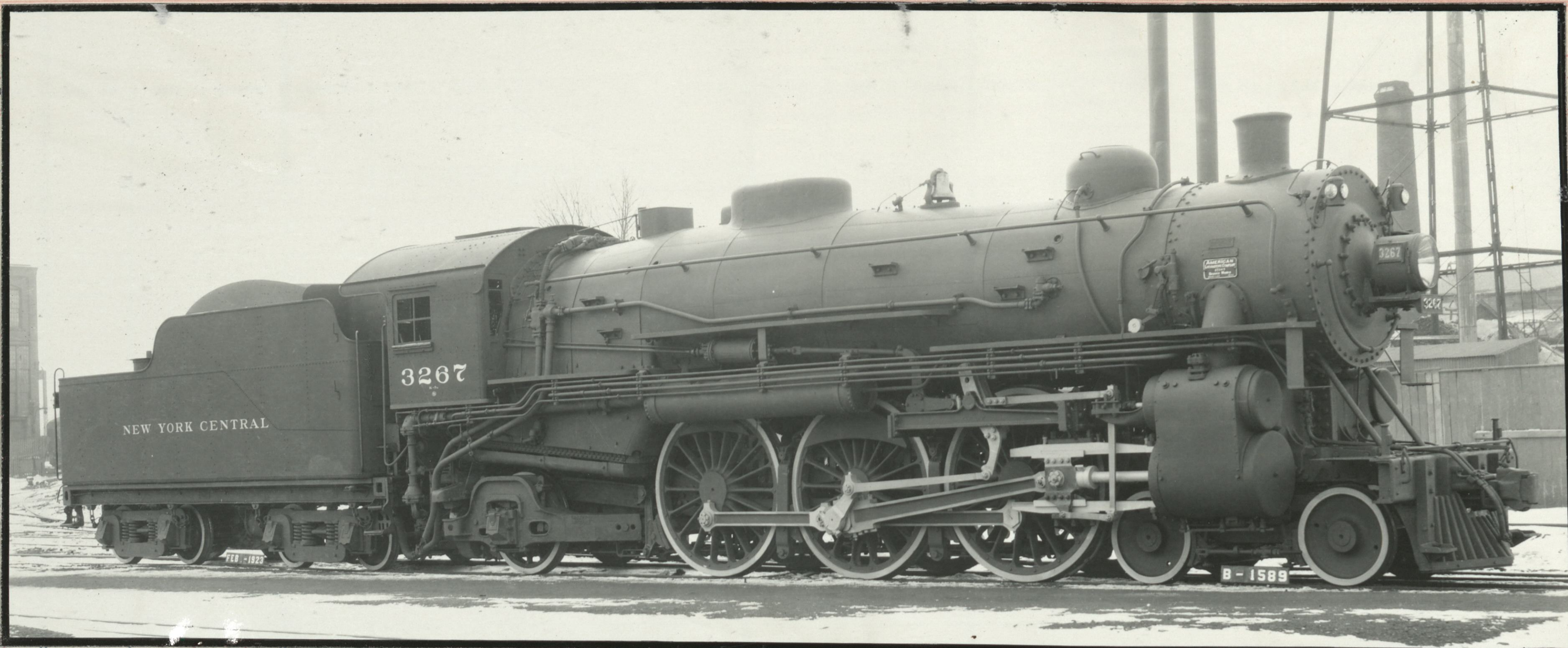




Buffalo Central Terminal - Opened June 1929 - Cost $14 million

Clos. No. Sold Amount Clos. No. Sold Am

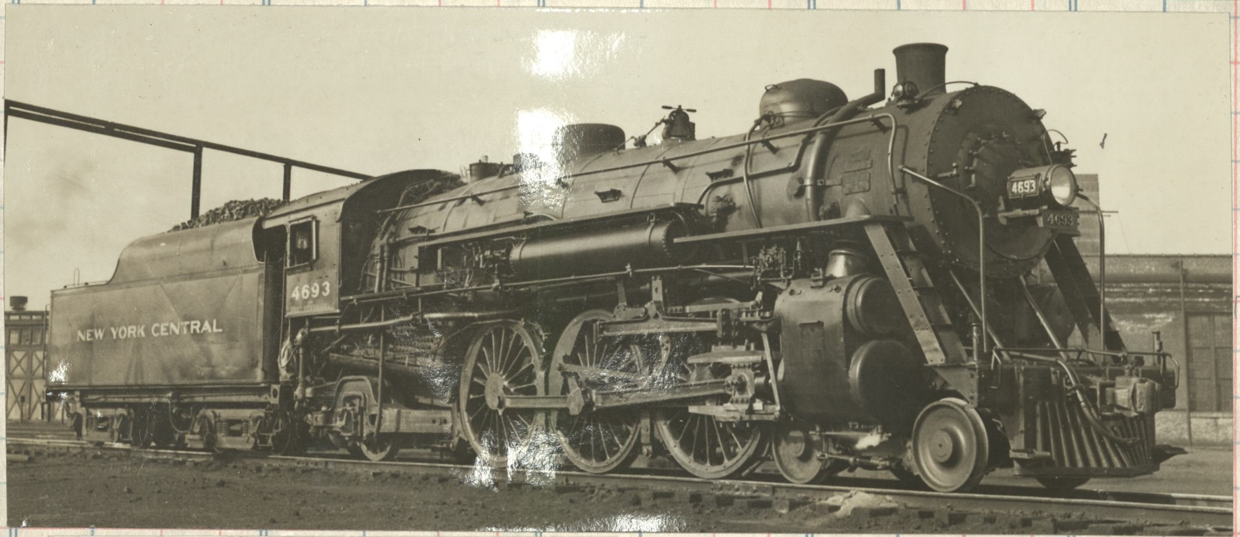
THE PACIFIC TYPE



In 1923 Brooks delivered fifty Pacifics that made up the K-3q class. Thirty, noed 3267-3296, were the last 'main line' 4-6-2's for the New York Central proper. Fifteen, 6485-6499, went to the Big 4 and nos 8335-8339 for the Michigan Central.

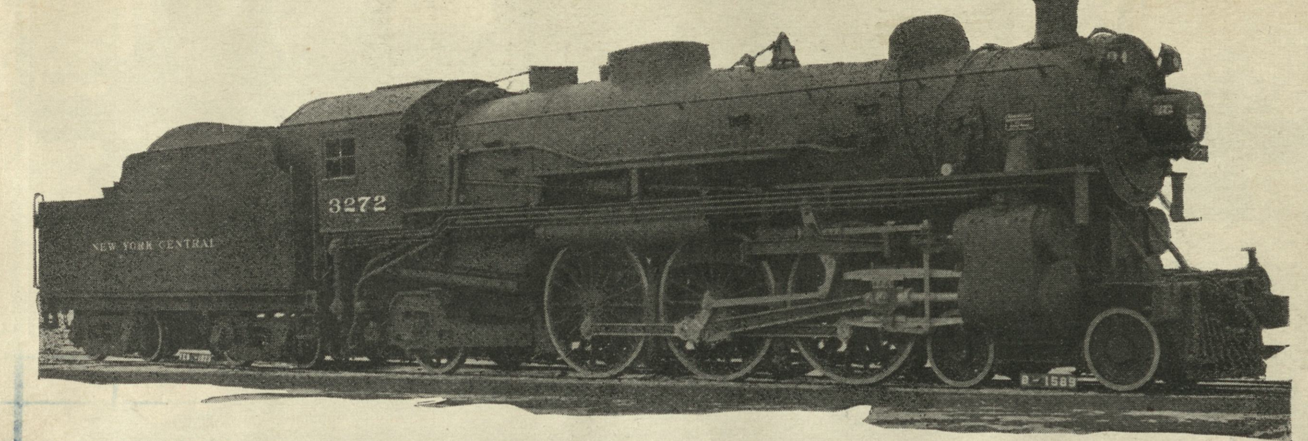
specs: cyls 23.5x26
dvs 79"
BP 200
TE 40610

PROUD and ARISTOCRATIC -- The K-3q Class



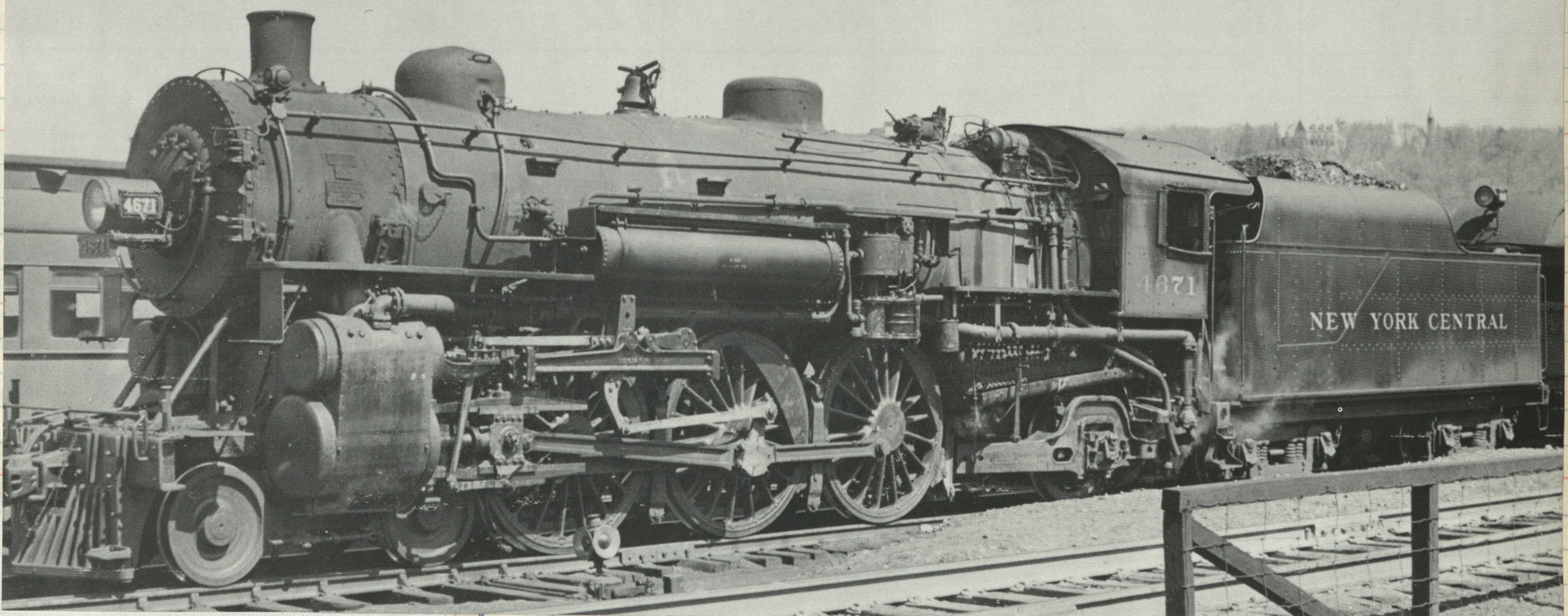
Regal as always the former 3293 (c/n 63990) poses at Harmon Feb 1941 McK foto

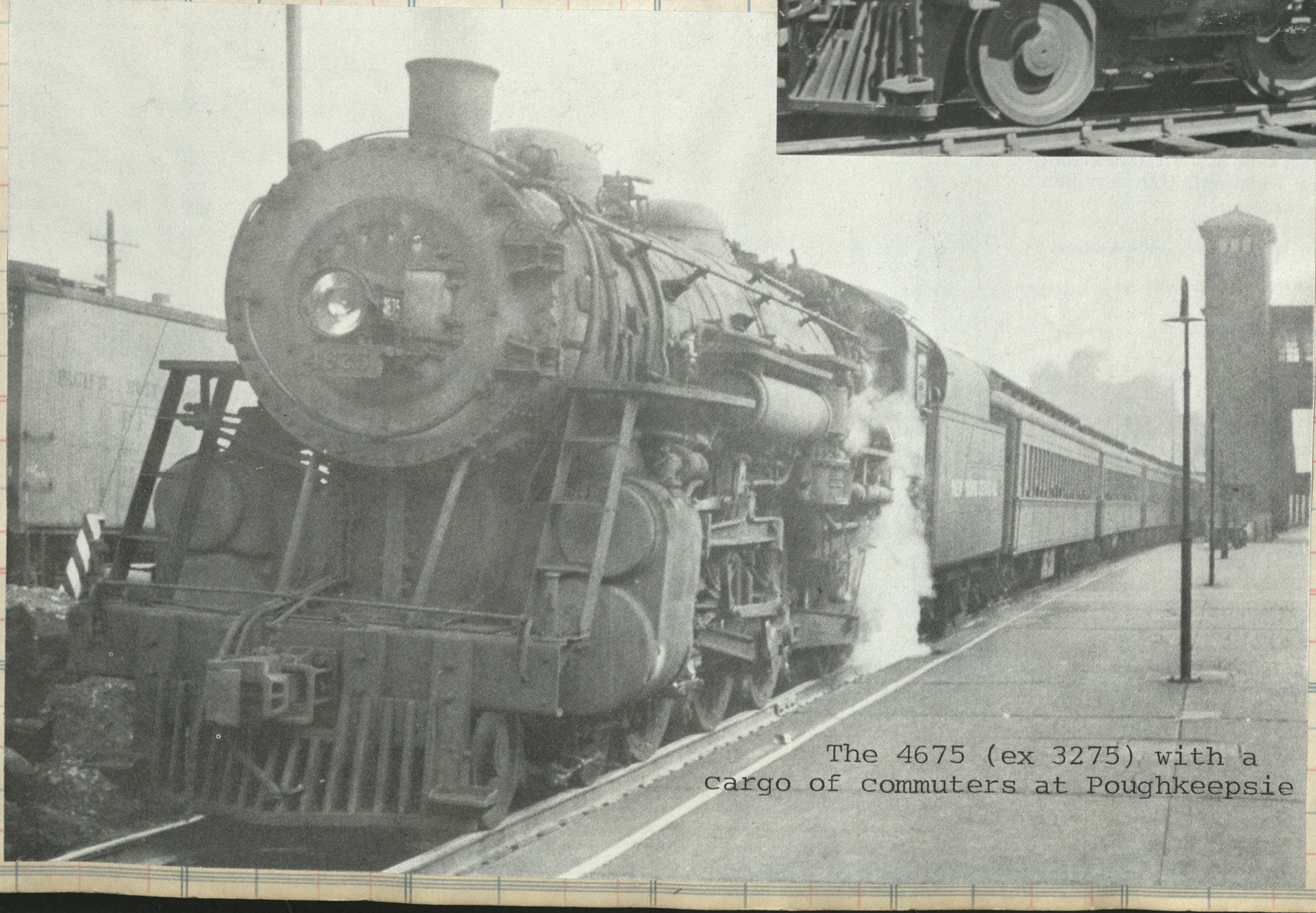
K-3q c/n 63954



4672

(K-3q)

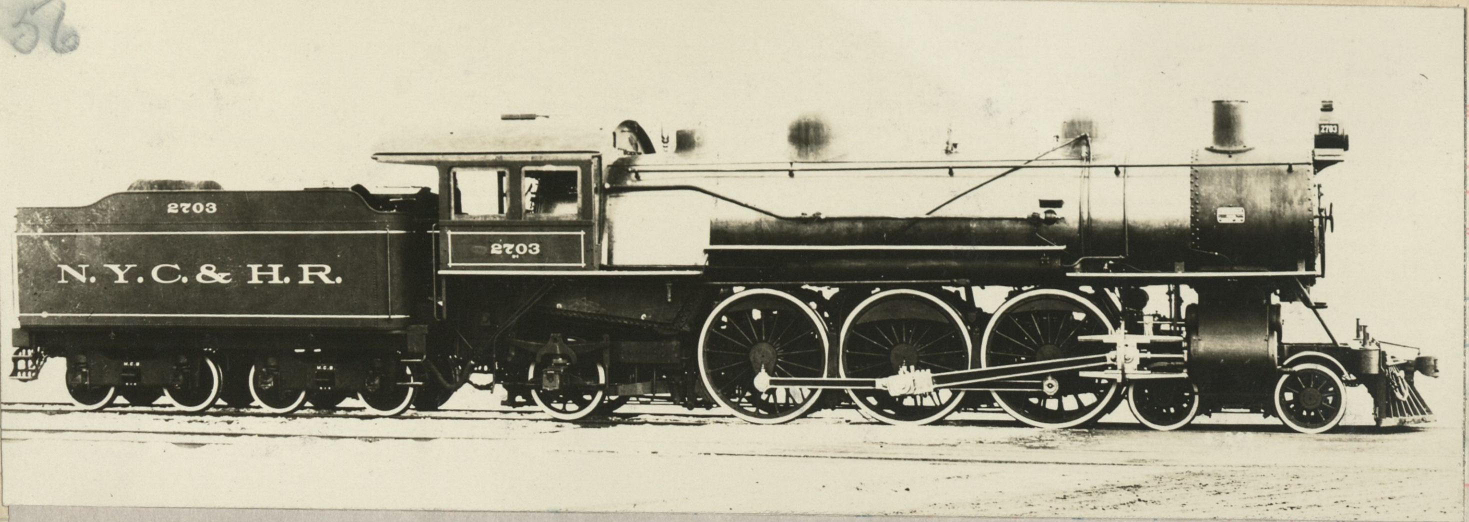




The 4675 (ex 3275) with a cargo of commuters at Poughkeepsie

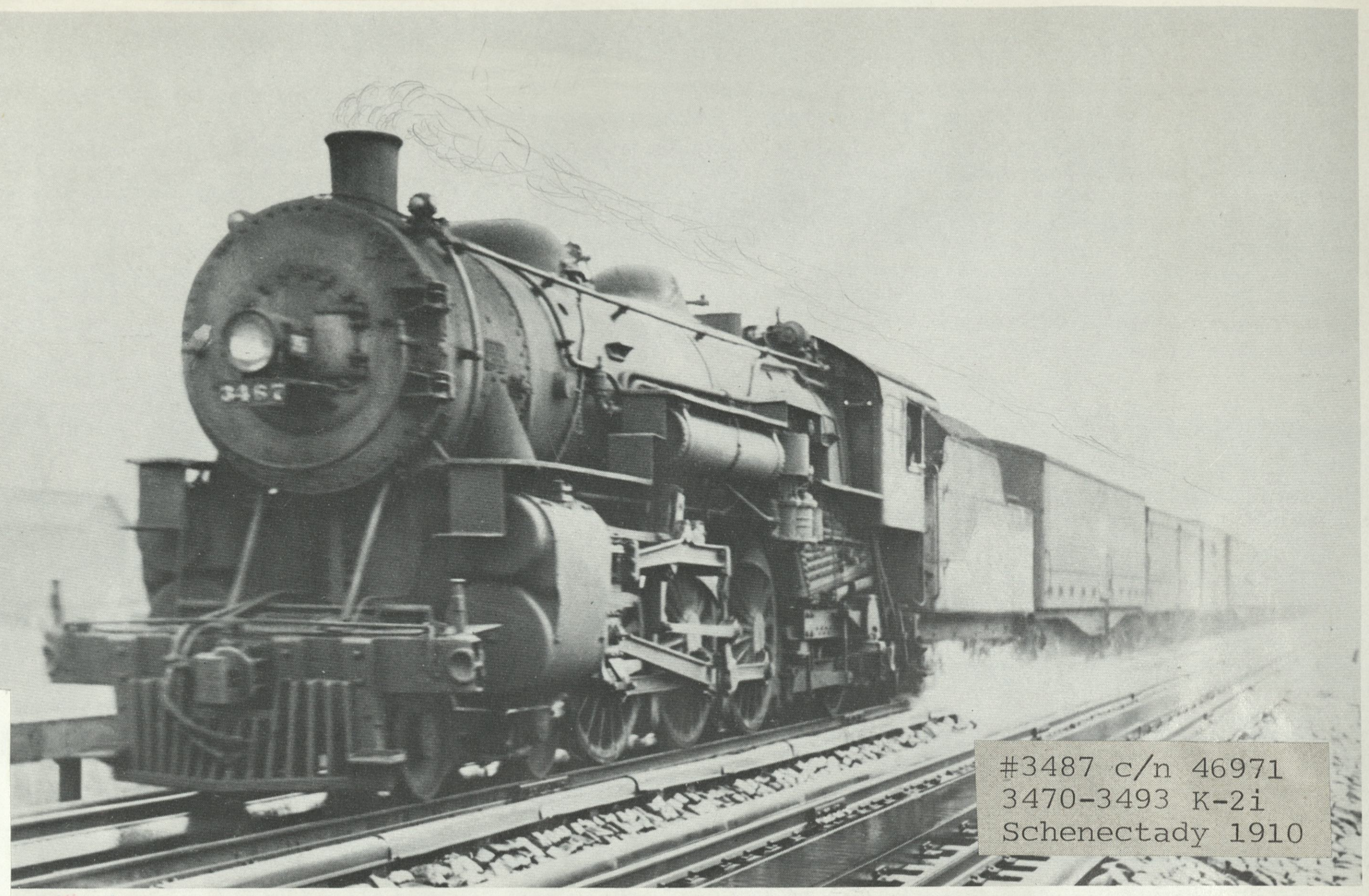
K-3q 3275
c/n 63957

56



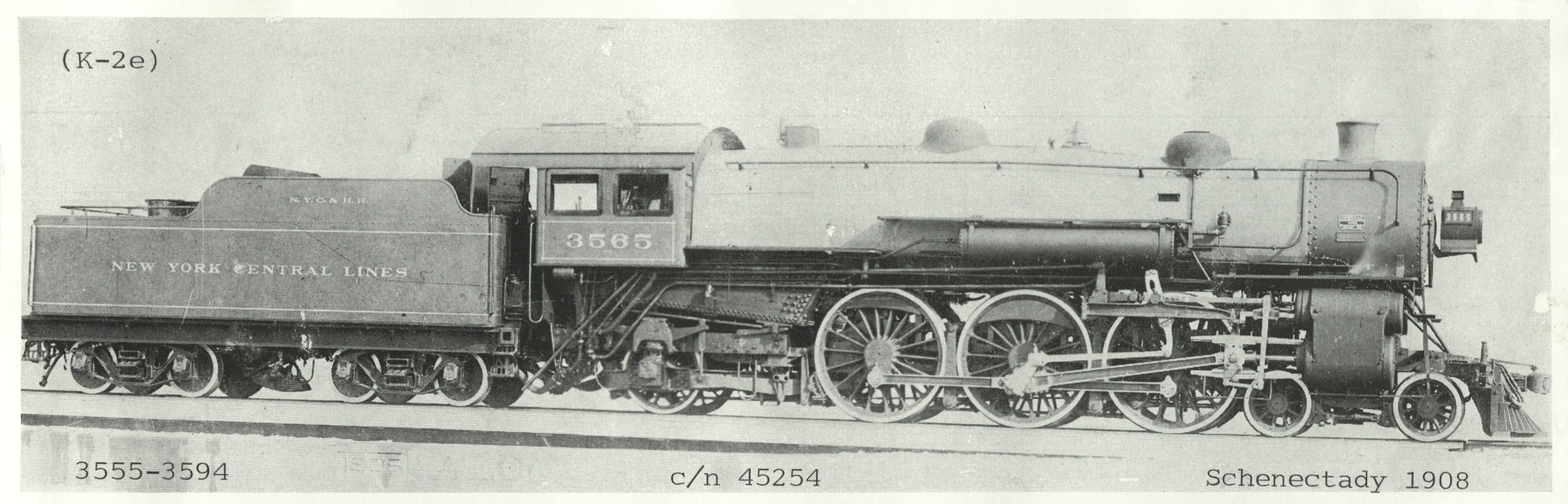
The initial Pacifics on the N.Y.C. were built by Schenectady in 1903. The second group was four noed 2700-2703 for service on the B&A under c/n's 28960-963 delivered in 1903. Later renoed (1st) B&A 500-503

Amount Clos. No. Sold



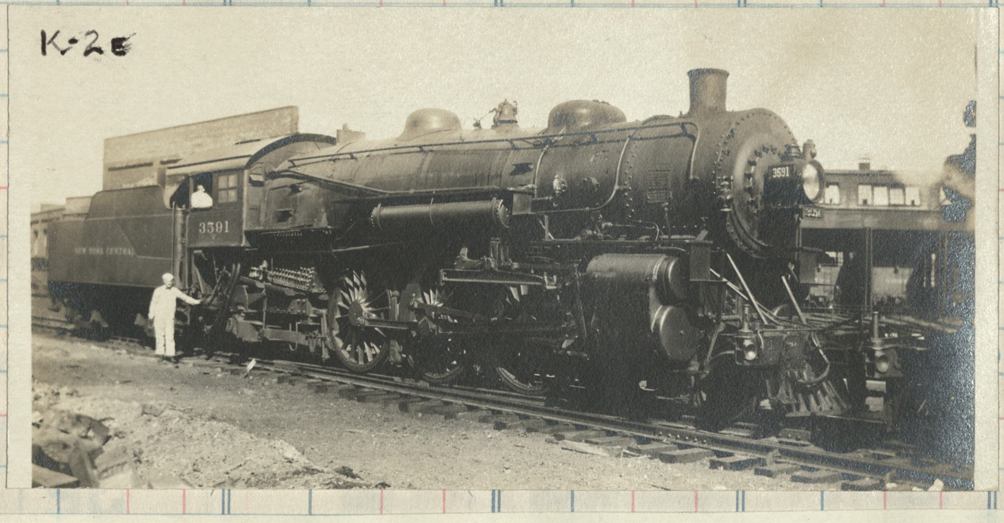
#3487 c/n 46971
3470-3493 K-2i
Schenectady 1910

(K-2e)

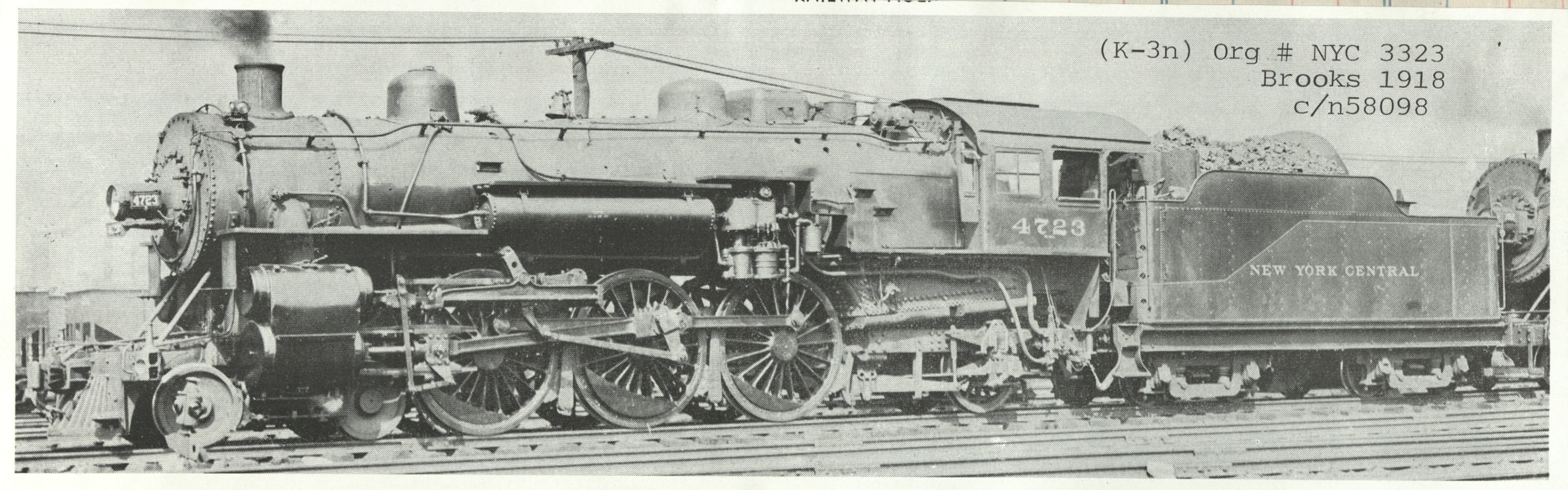

NEW YORK CENTRAL LINES
3565

3555-3594 c/n 45254 Schenectady 1908

K-2e



(K-3n) Org # NYC 3323
Brooks 1918
c/n58098


4723
NEW YORK CENTRAL

3418-3437 c/n 49457 Schenectady 1911
(K-3a)

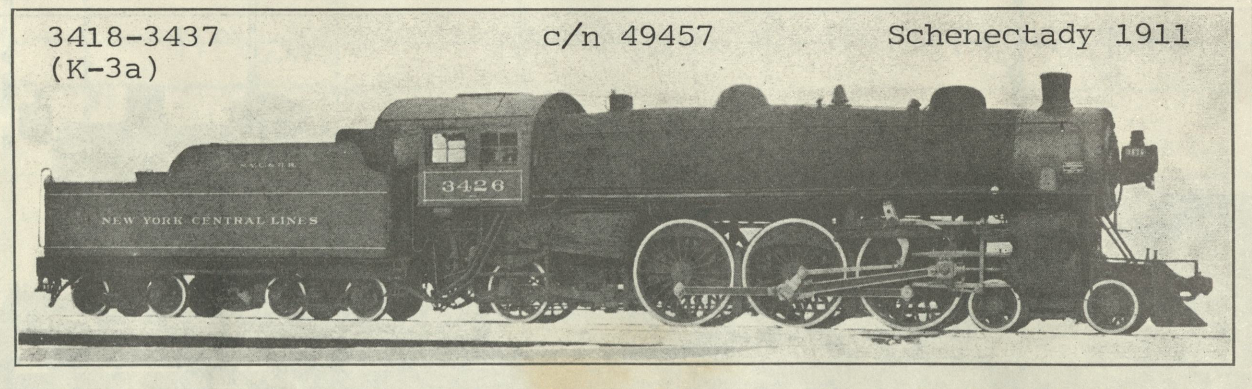
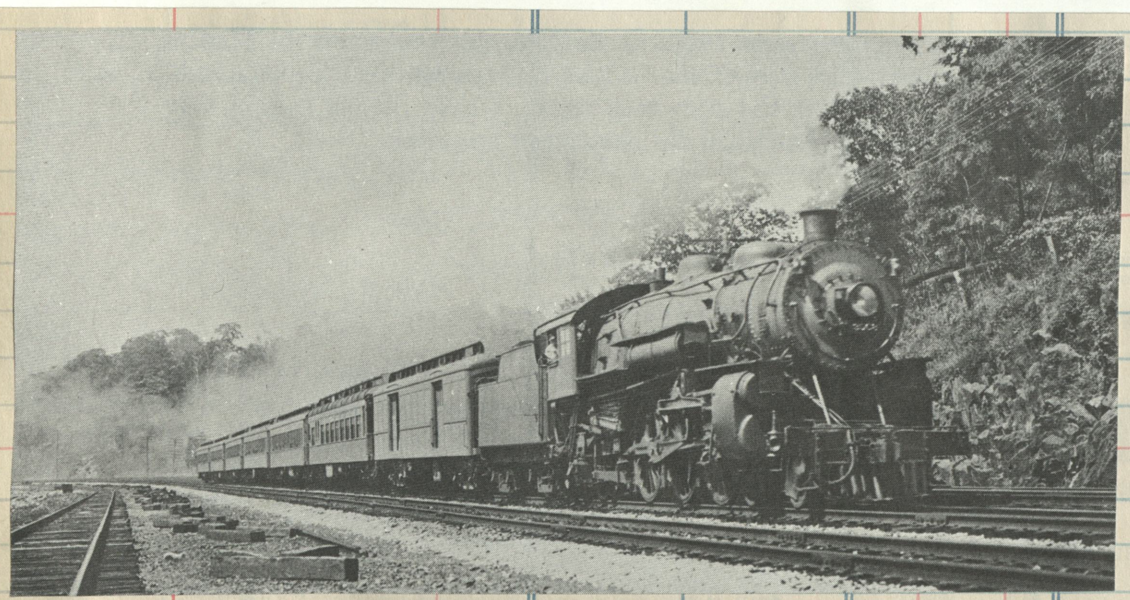
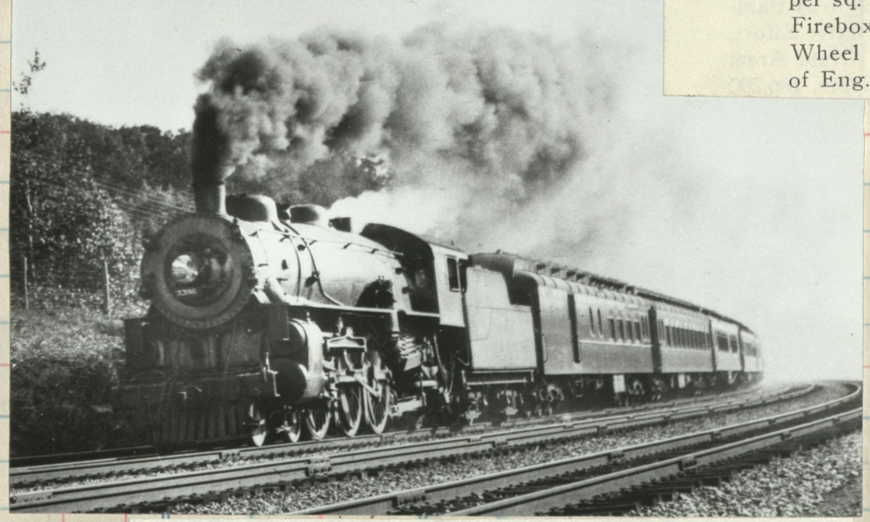

NEW YORK CENTRAL LINES
3426

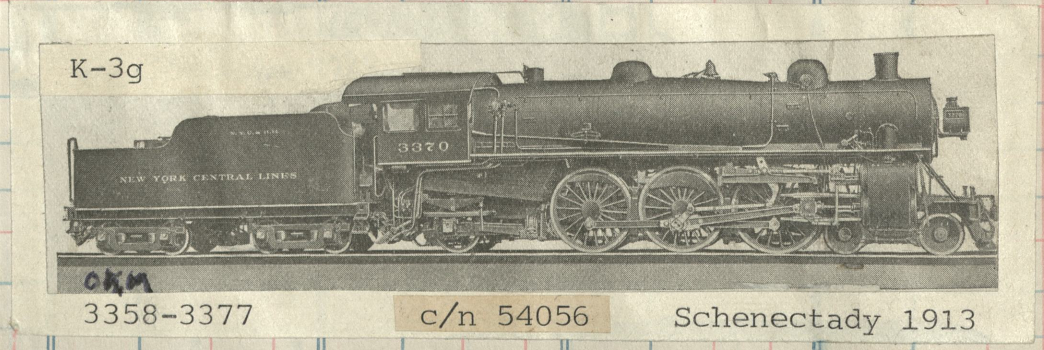
Fig. 89—Pacific Type (4-6-2) Locomotive for Passenger Service. Built for the New York Central & Hudson River by the American Locomotive Company. Cylinders, 23½ in. x 26 in. Steam Pres., 200 lbs. per sq. in. Dia. of Drivers, 79 in. Tractive Effort, 30,900 lbs. Heating Sur.—Tubes, 3,193 sq. ft.; Firebox, 231 sq. ft.; Total, 3,424 sq. ft.; Superheater Sur., 765 sq. ft. Grate Area, 56.5 sq. ft. Rigid Wheel Base, 14 ft. Total Eng. Wheel Base, 36 ft. 6 in. Wt. on Drivers, 171,500 lbs. Total Wt. of Eng., 269,000 lbs. Fuel, Soft Coal.





Extra fare Trn #41 racing up the Hudson Div behind K-3d #3386 c 1914

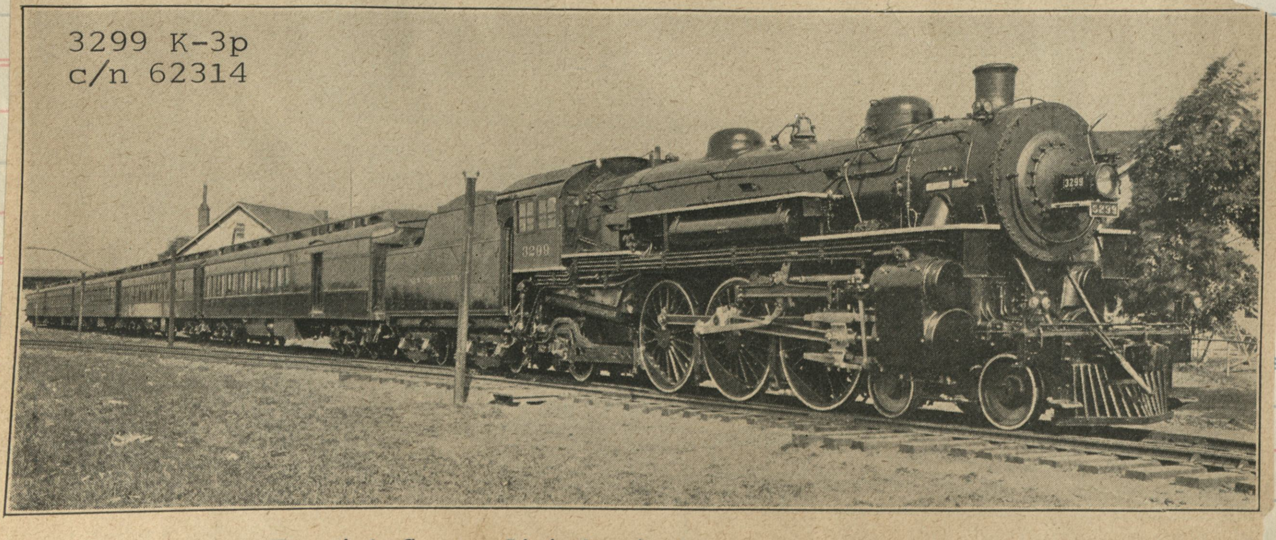
K-3g


NEW YORK CENTRAL LINES
3370

CKM

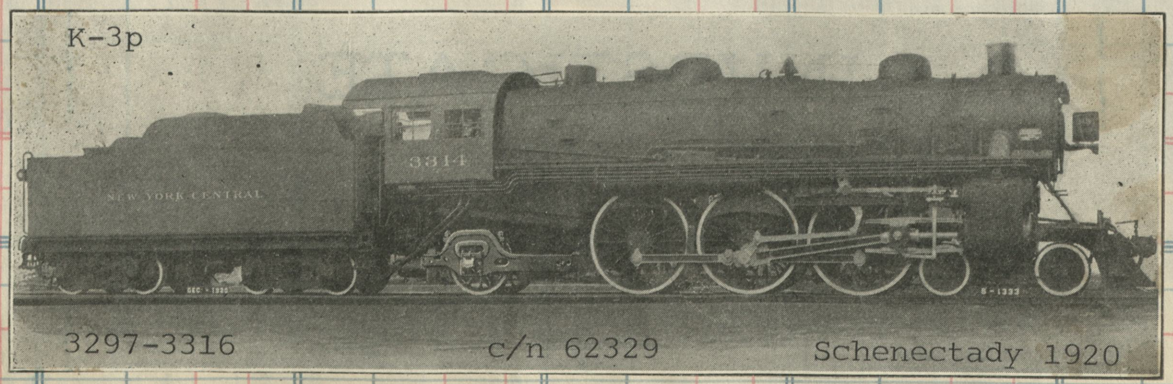
3358-3377 c/n 54056 Schenectady 1913

3299 K-3p
c/n 62314

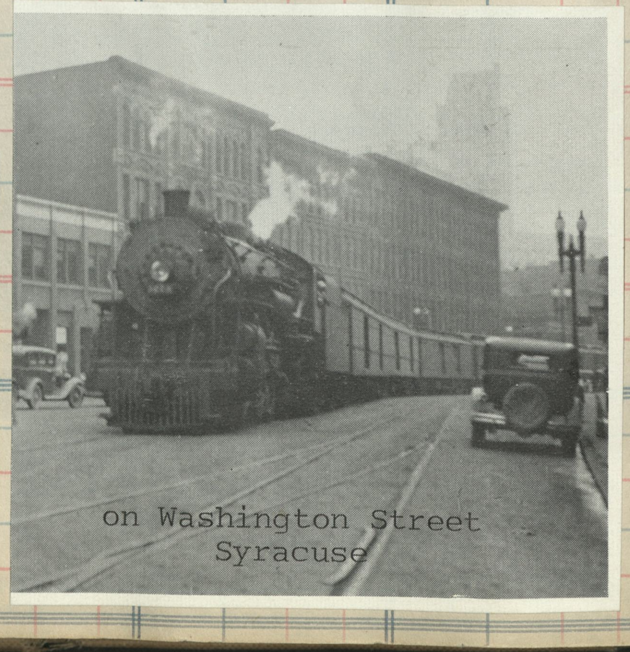


Completely equipped Twentieth Century Limited train that was one of the most popular exhibits at the New York State Fair at Syracuse. This train was shown with full crew and aroused intense interest.

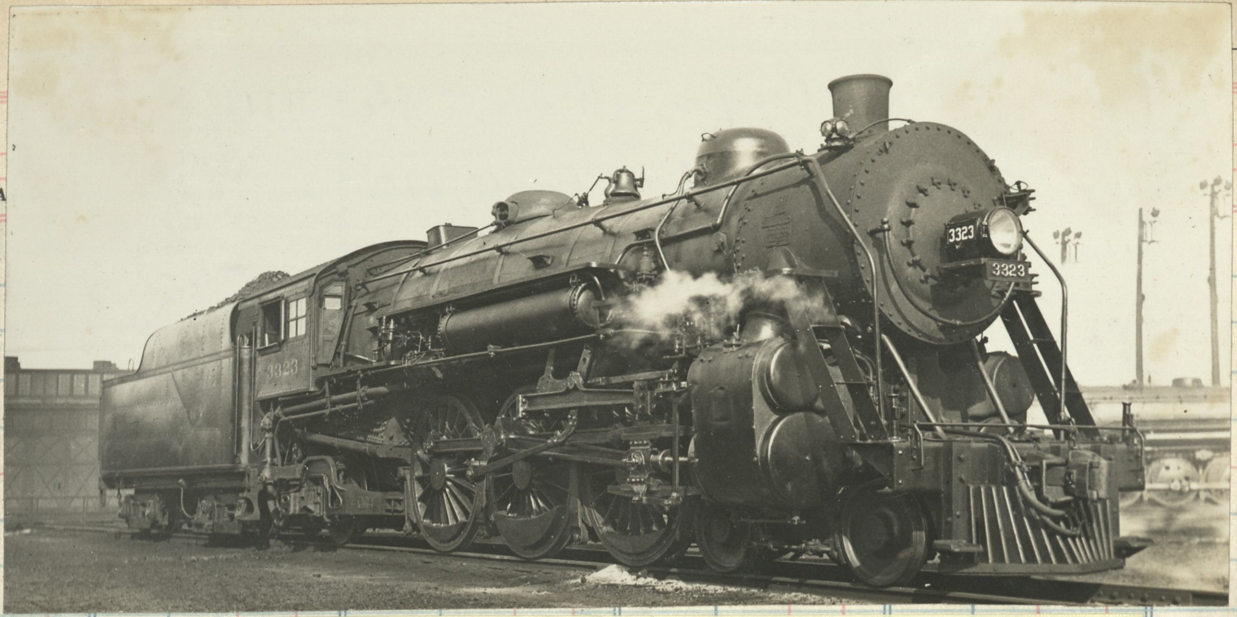
K-3p


NEW YORK CENTRAL
3314

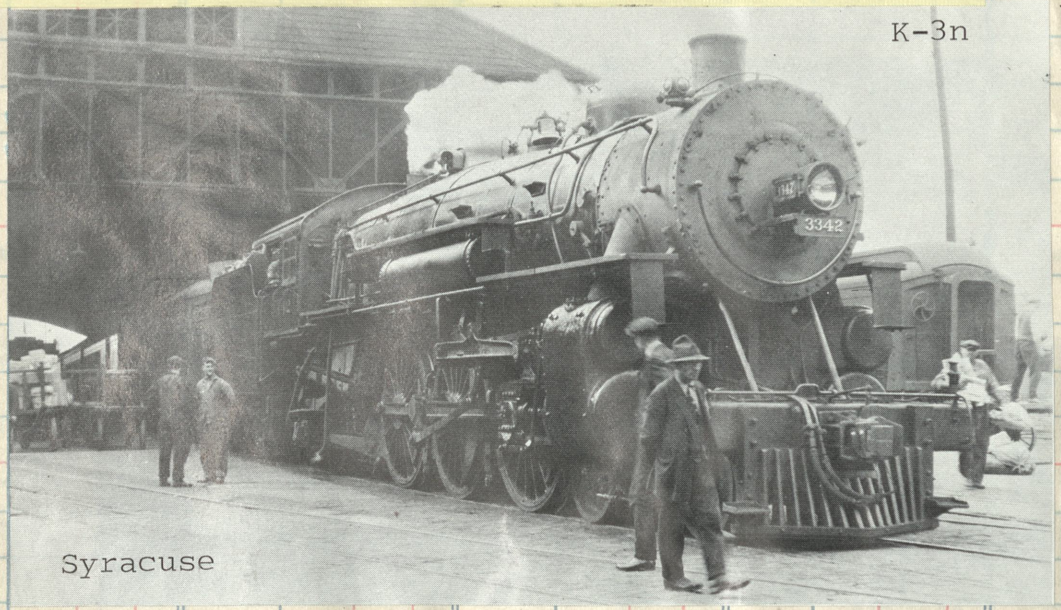
3297-3316 c/n 62329 Schenectady 1920

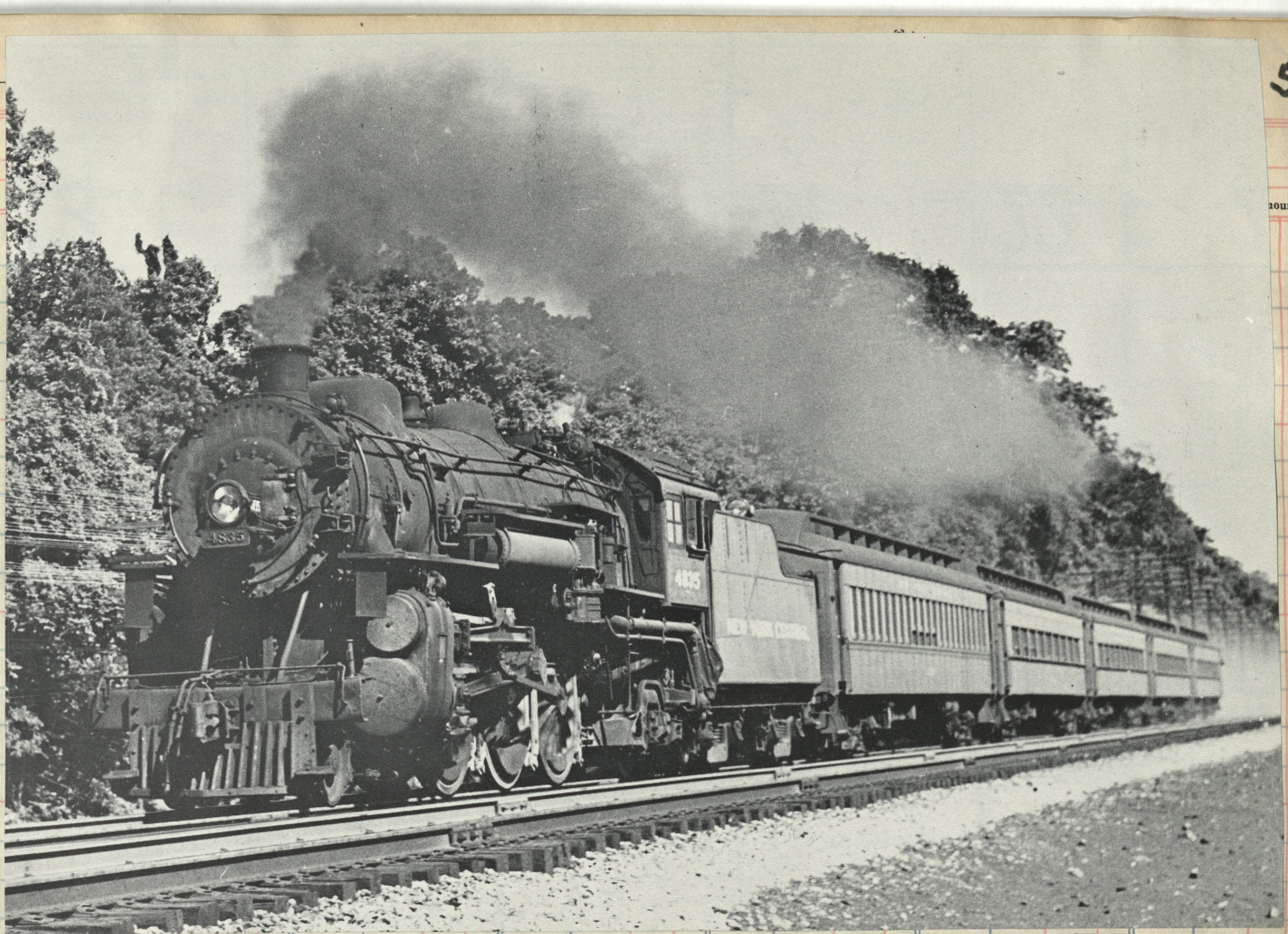


on Washington Street
Syracuse

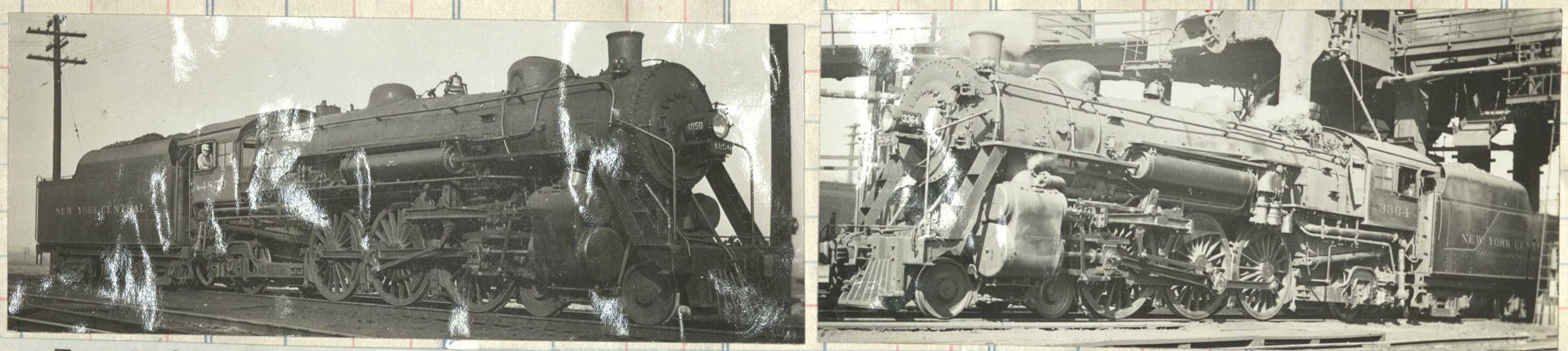


Majestic as a Royal monarch, the 3323 was fotoed by Ed May at Harmon in 1936.
3323-3357 K-3n c/n 58098 Brooks 1918

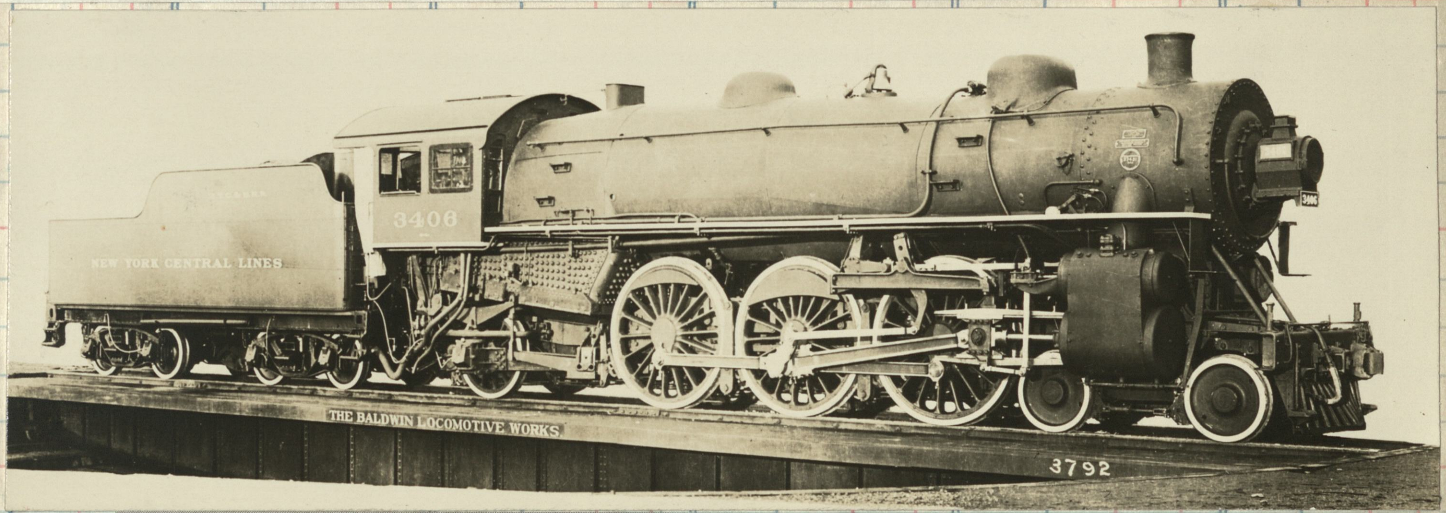




K-3d 4835 [ex 3391] hurries five MU cars of suburbanites homeward.
c/n 51753 Schenectady 1912

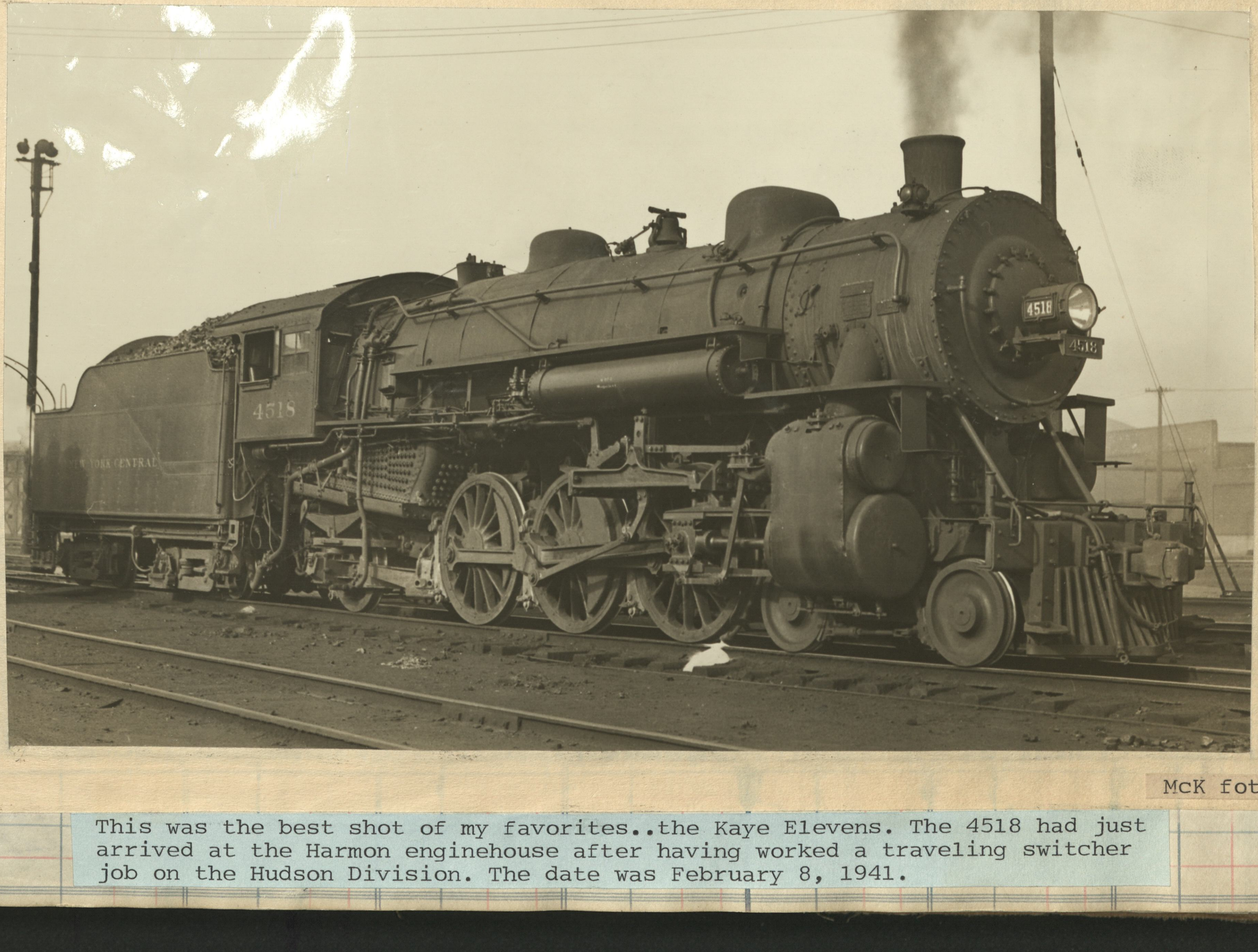


Two K-3g's. 4850 (ex 3370 c/n 54056) at Utica in 1938 and the 3364, renoed 4849 c/n 54050, at Rensselaer 1936. Both by ELM.



The K-3c's, blt by Baldwin 1912, looked like "brutes" as compared to the sleek Alco's. 3398-3417 c/n 37431

K-11



McK foto

This was the best shot of my favorites..the Kaye Elevens. The 4518 had just arrived at the Harmon enginehouse after having worked a traveling switcher job on the Hudson Division. The date was February 8, 1941.

K-11's. They stood up to hard service, steamed easily, rode well and the engine crews liked them. They could pull like a Clydesdale and still run like a Morgan. For three and a half decades they served the company reliably and faithfully; equal to any assignment within their limits whether it be a passenger run, moving freight tonnage, heavy suburban work, transfer duty or even switching chores. The New York Central always possessed excellent steam power and the K-11's were no exception!

K-11a (ex K-10a)	3000-3049	Brooks	49255-49304	1910-11
"	3090-3099	"	49245-49254	1911
K-11b	3080-3089	Schen.	50672-50681	1911
"	3100-3119	"	50682-50701	1912
K-11c	3050-3079	Baldwin	(37260-37375)	1911-12
K-11d	3120-3139	Schen.	51184-51203	1912
K-11e	3140-3169	"	51760-51789	1912
K-11f	3170-3199	"	54167-54196	1913

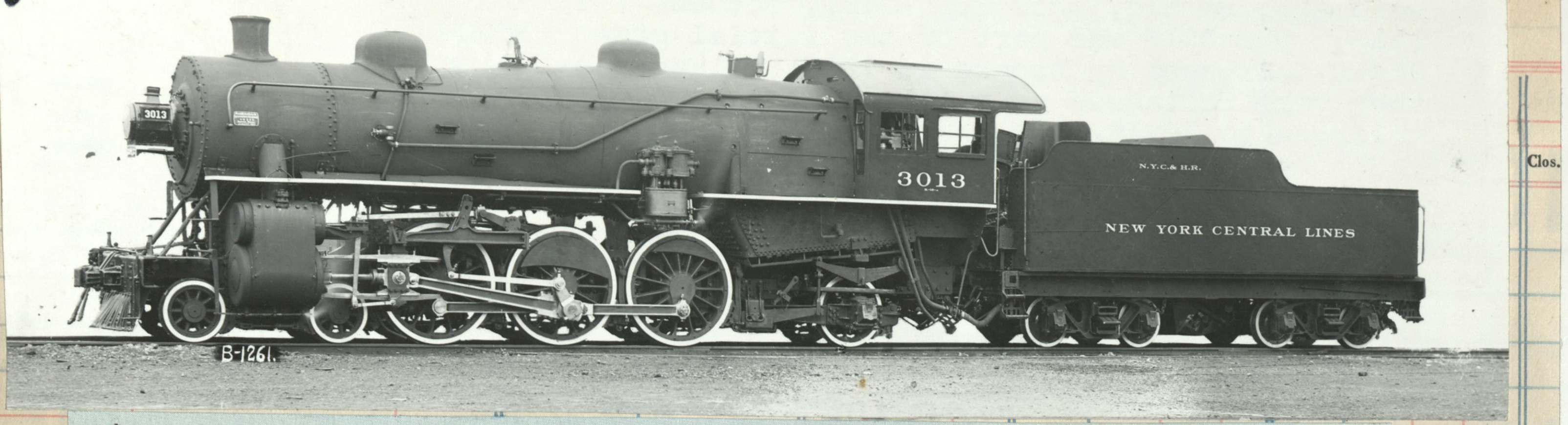
renoed 4400-4599 in 1936

The 4518, org #3118, built by Schenectady 1912. Class K-11b c/n 50700. Renoed 4518 in 1936, last shopping West Albany in Feb 1949, retired Feb 1952.

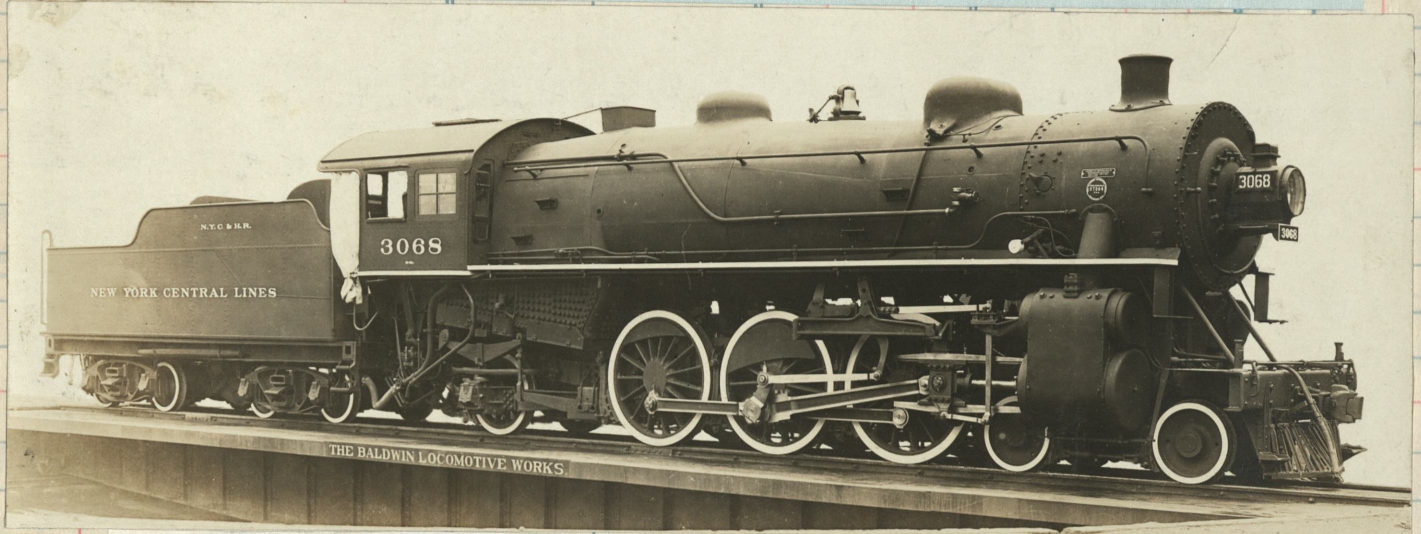
A FEW NOTES

Avg cost $24,000 each
1st retired 3134 8/28
Last ret 3057 2/26/54
62 in service 1952
34 retired by 1933
28 reblt K-14 class
25 [at various times] as oil burners

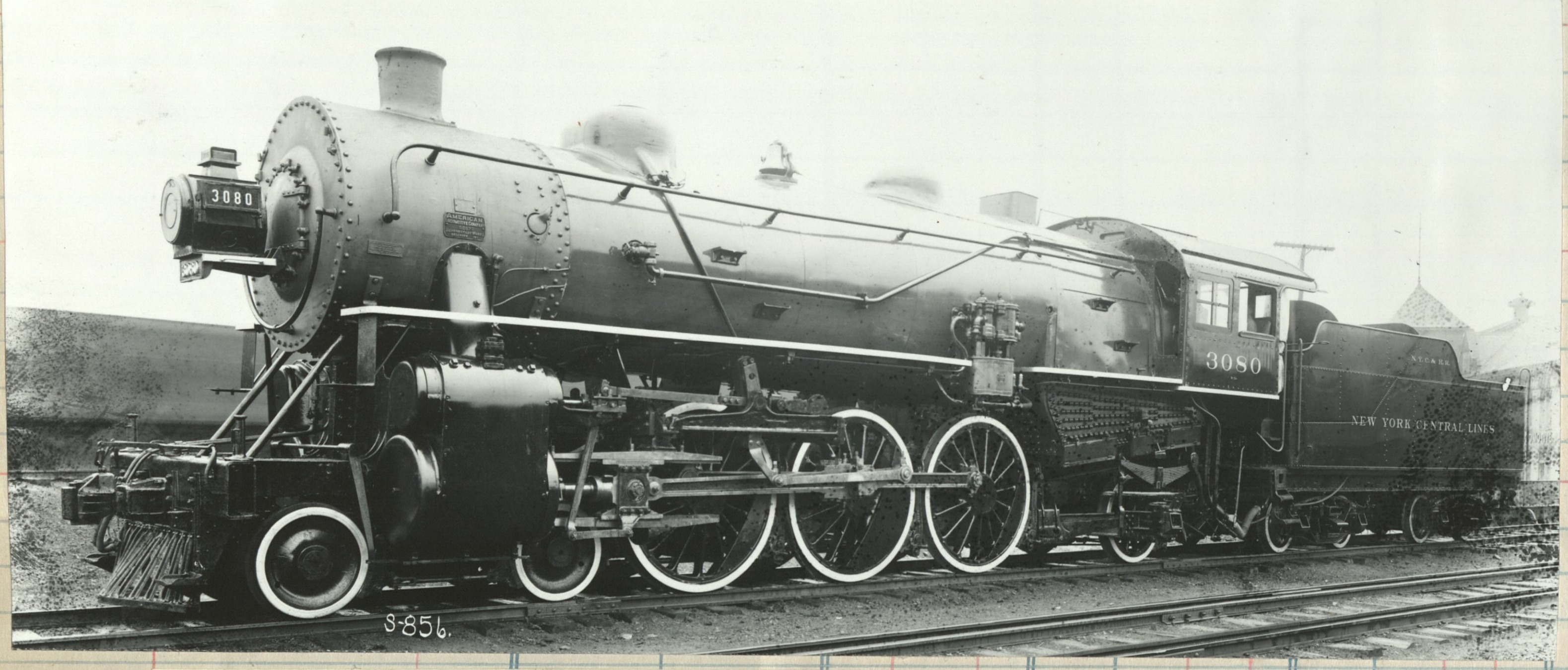
Clos. Sold Amount


3013
N.Y.C.&H.R.
NEW YORK CENTRAL LINES
B-1261

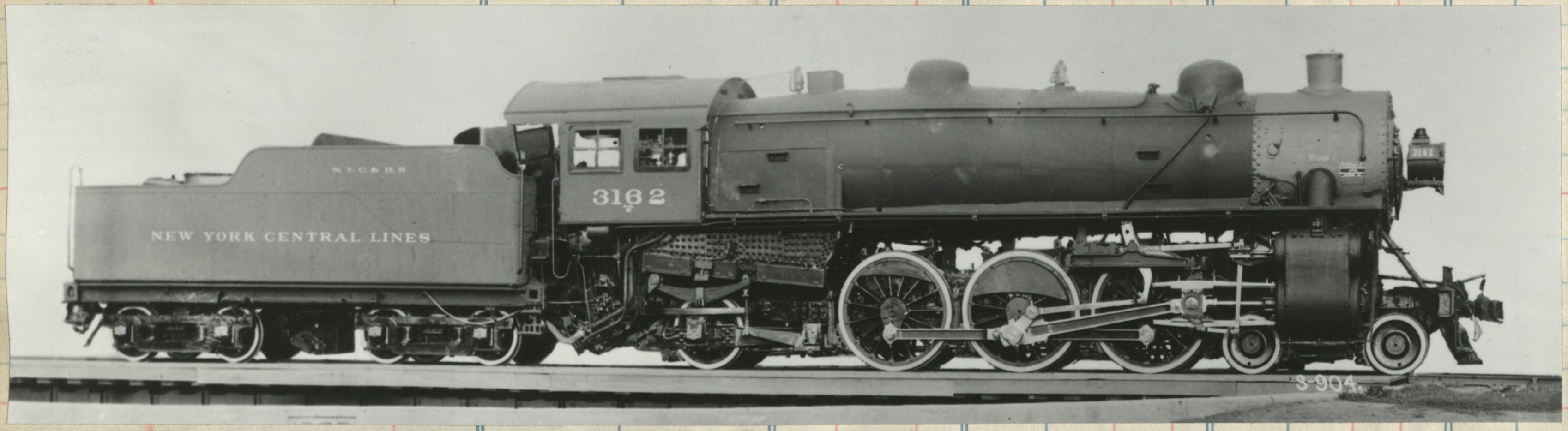
First classed as K-10a the 3000-3049 were built by Brooks 1910-11. When superheated in 1912 were reclassed K-11a. c/n 49268


N.Y.C.&H.R.
3068
NEW YORK CENTRAL LINES
THE BALDWIN LOCOMOTIVE WORKS

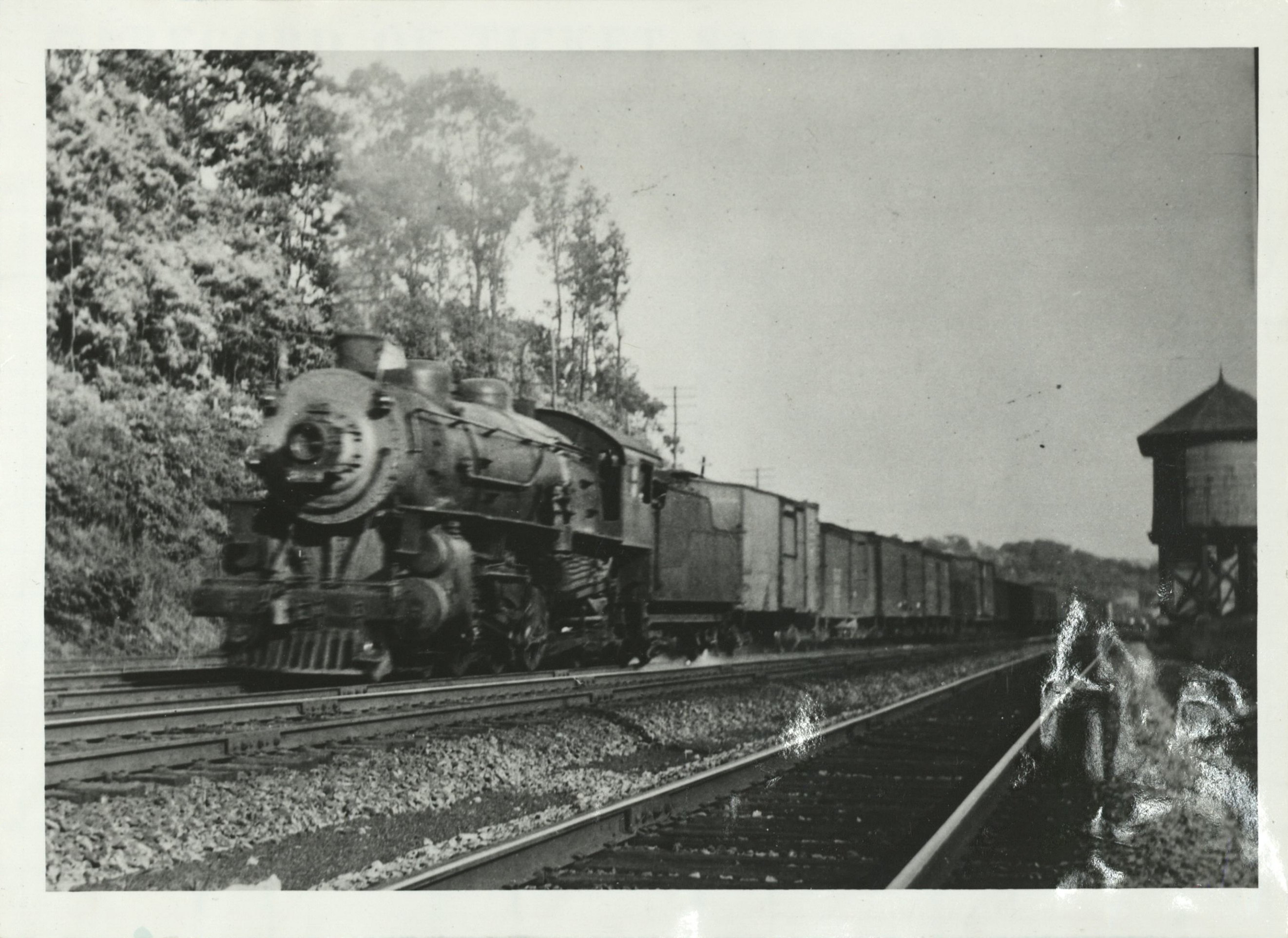
The Baldwin "brutes" 3050-3079 K-11c c/n 37364 blt 1911-12


3080
NEW YORK CENTRAL LINES
S-856

3080-3089 K-11b c/n 50672 Schenectady 1911

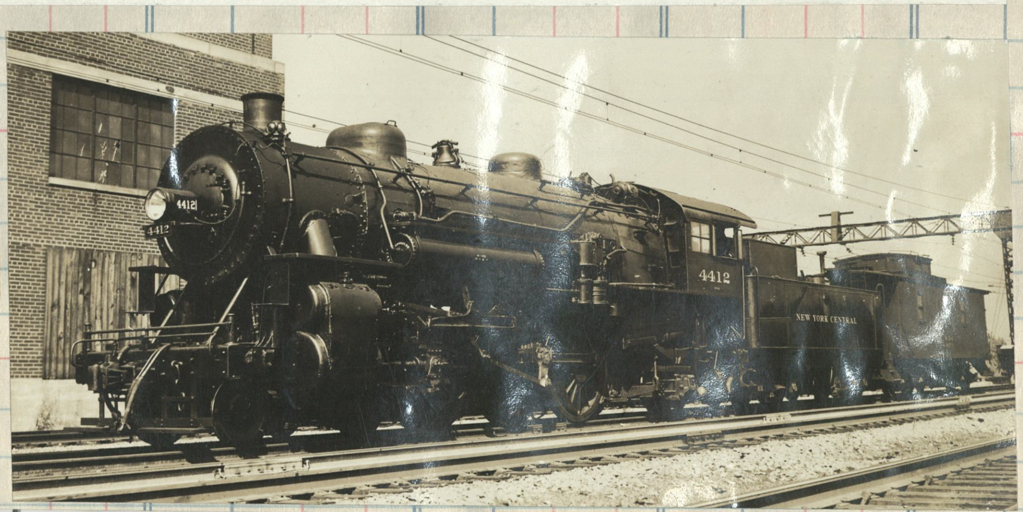

N.Y.C.&H.R.
NEW YORK CENTRAL LINES
3162
S-994

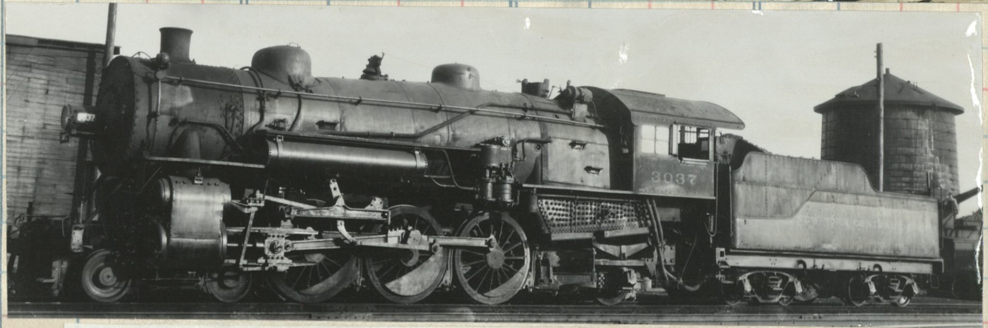
3140-3169 K-11e c/n 51782 Schenectady 1912



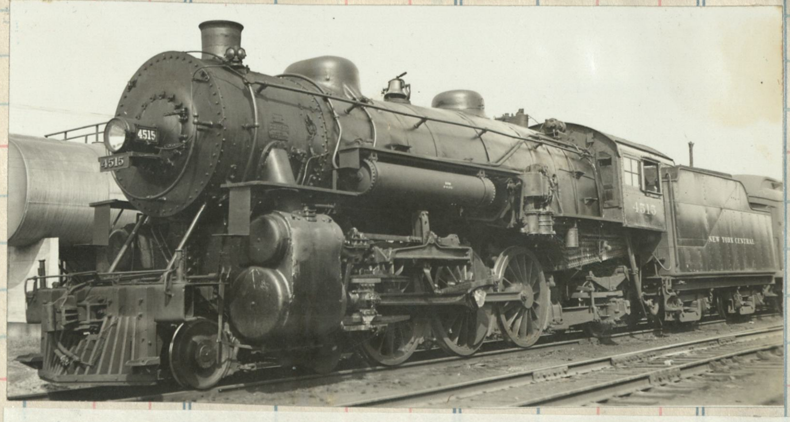
Doing the job she was designed for the 3065 heads a westbound extra on the Hudson Div c 1915.

K-11b
Linndale
Ohio
Sept '37

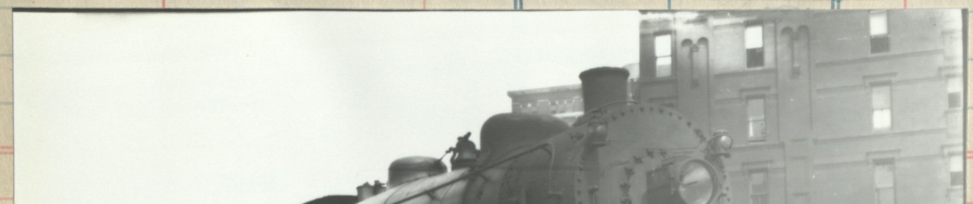




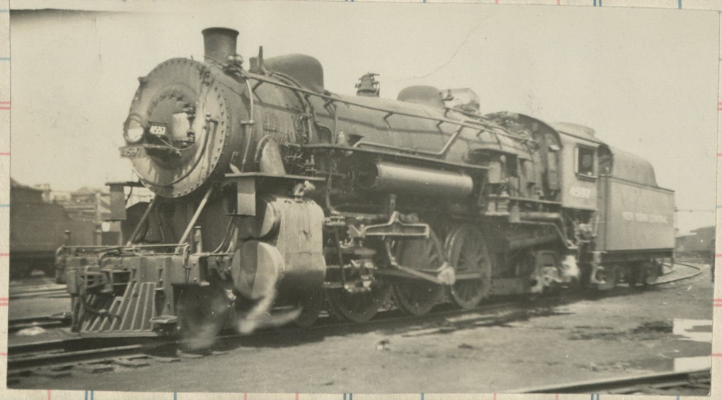
K-11a [to 4437] at Olives, Mich July 1932



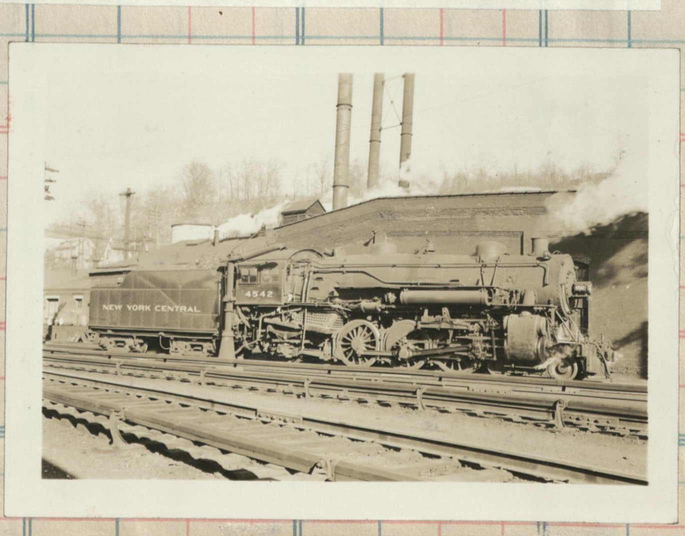
Oil burner K-11b 4515 at Saranac Lake NY May 1940. Ed May foto



The 3096 K-11a at 30th St & 10th Ave N Y City Aug 1919

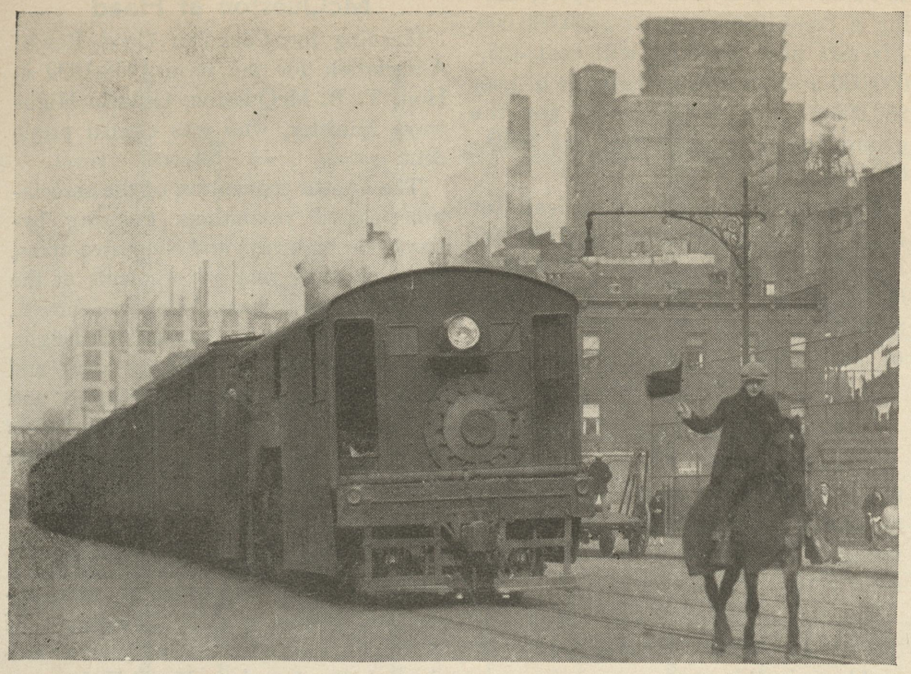


4597 K-11f c/n 54194 at the C.P.R. Westmount engine term in 1939


NEW YORK CENTRAL

4542 K-11e at No White Plains c/n 51762 Jan 1941 McK

Cash t
Next S
Total Accounted for



COWBOY OF TENTH AVENUE, NEW YORK CITY

A New York City ordinance once required that a rider on horseback precede all trains running on the Tenth Avenue level, to wave pedestrians and vehicles aside. The engine is an old Shay type. The New York Central has elevated its tracks and removed them from the streets, and the cowboy service has been abandoned.

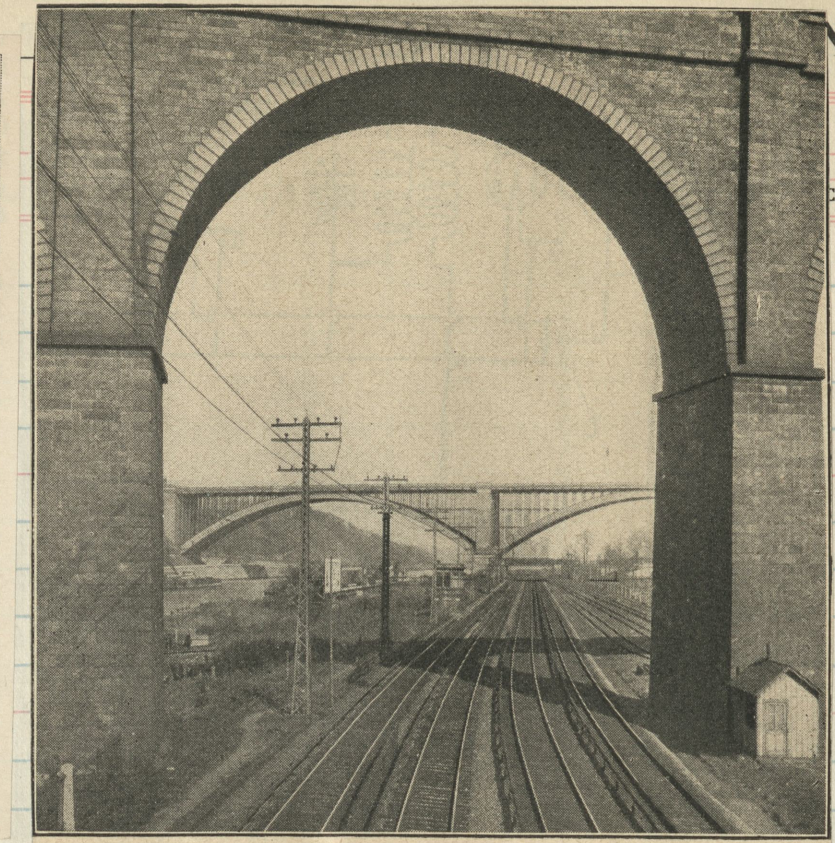
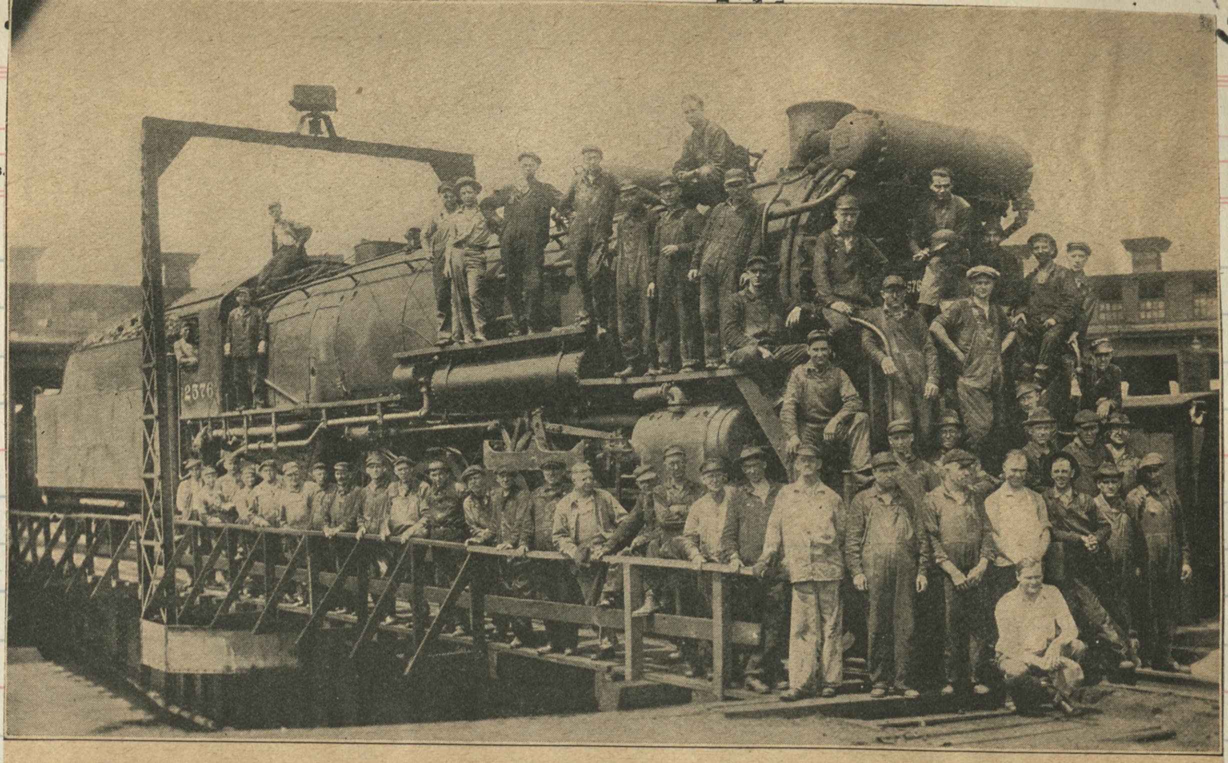
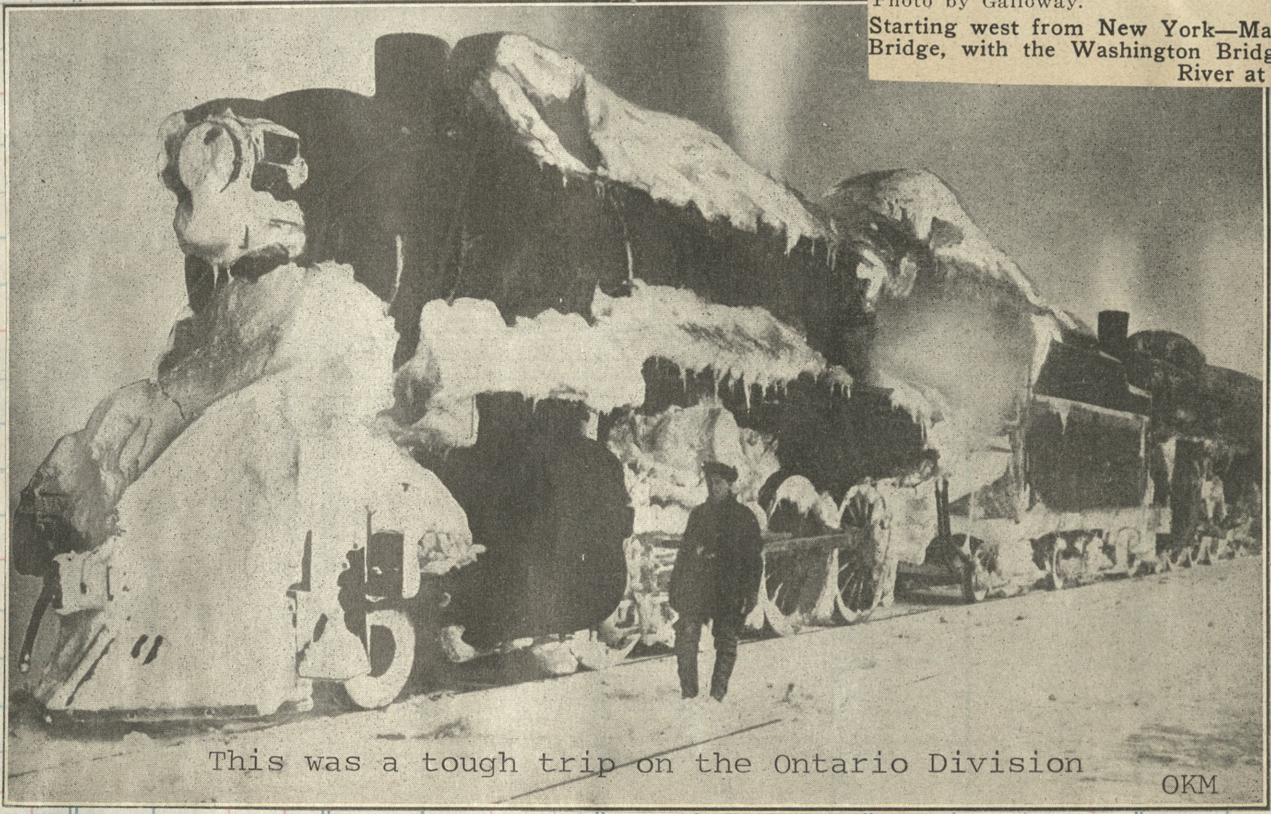


Photo by Galloway.

Starting west from New York—Main Line tracks passing under High Bridge, with the Washington Bridge in the distance and the Harlem River at the left.

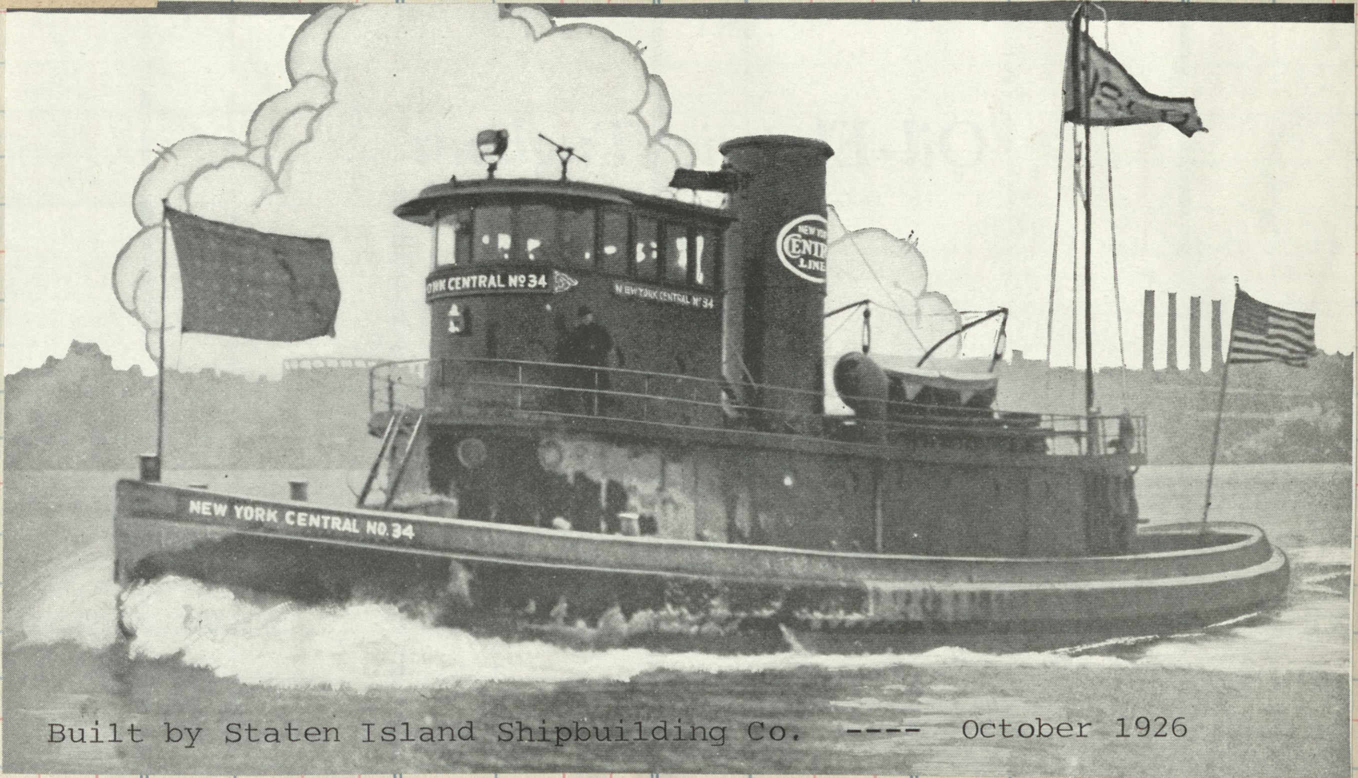


Engine 2576 on turntable at Air Line Junction Engine House, with day force at that point. 1925



This was a tough trip on the Ontario Division

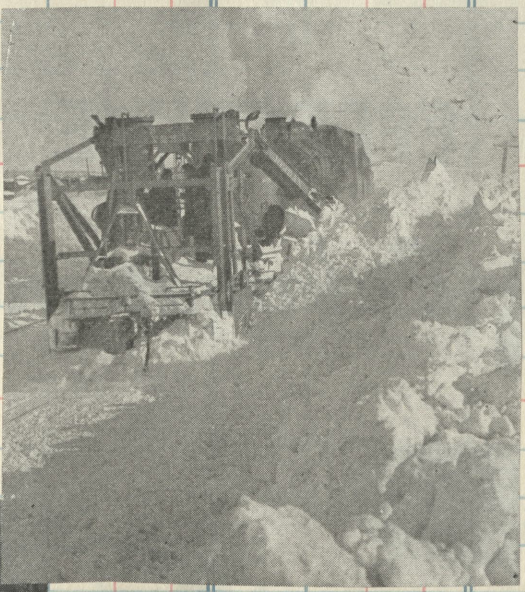
OKM

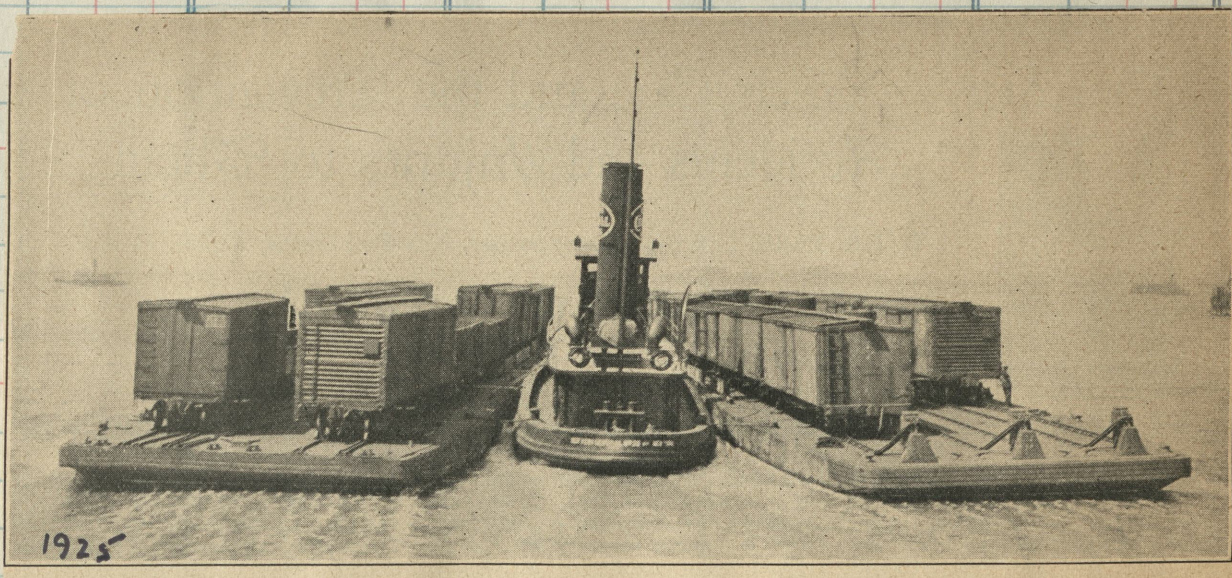


Built by Staten Island Shipbuilding Co. ---- October 1926

Dunkirk Try

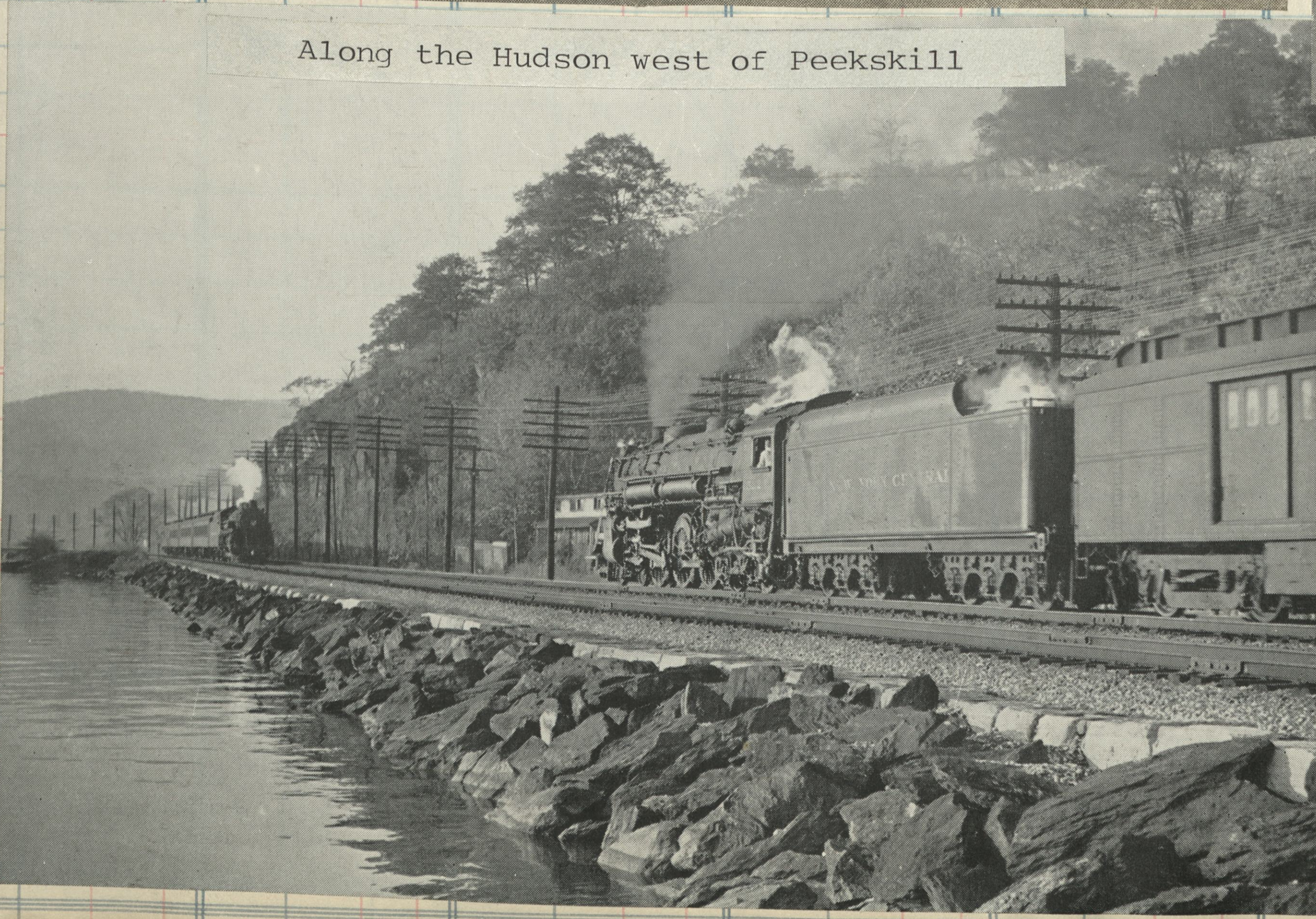
OKM



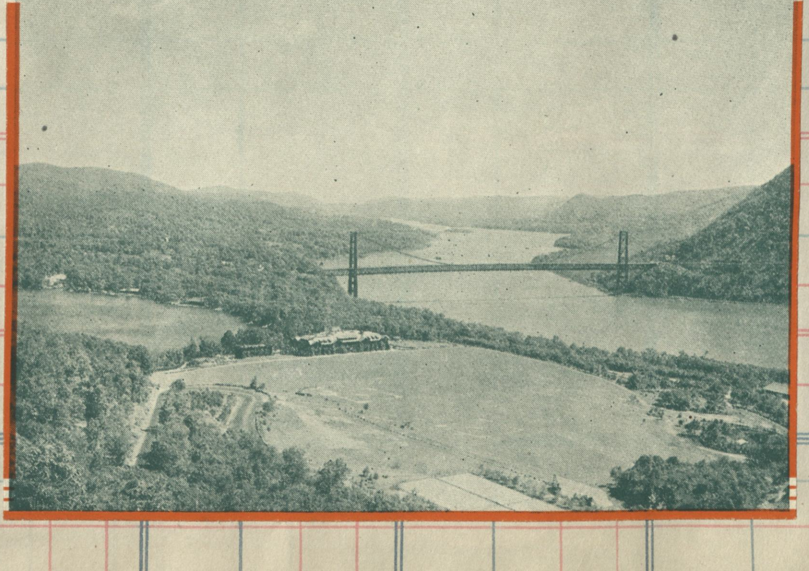


1925

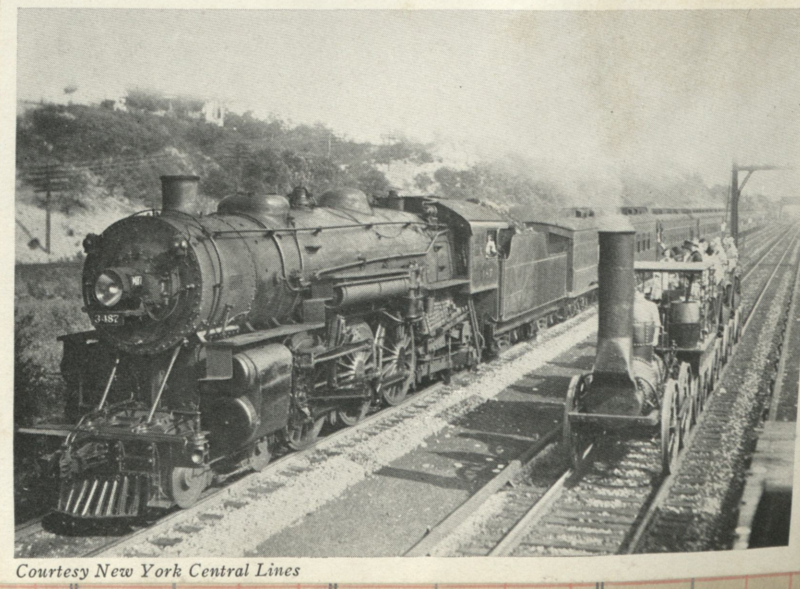
How the Marine Department handles freight between terminals in New York Harbor. A New York Central tug steaming with two loaded car floats.



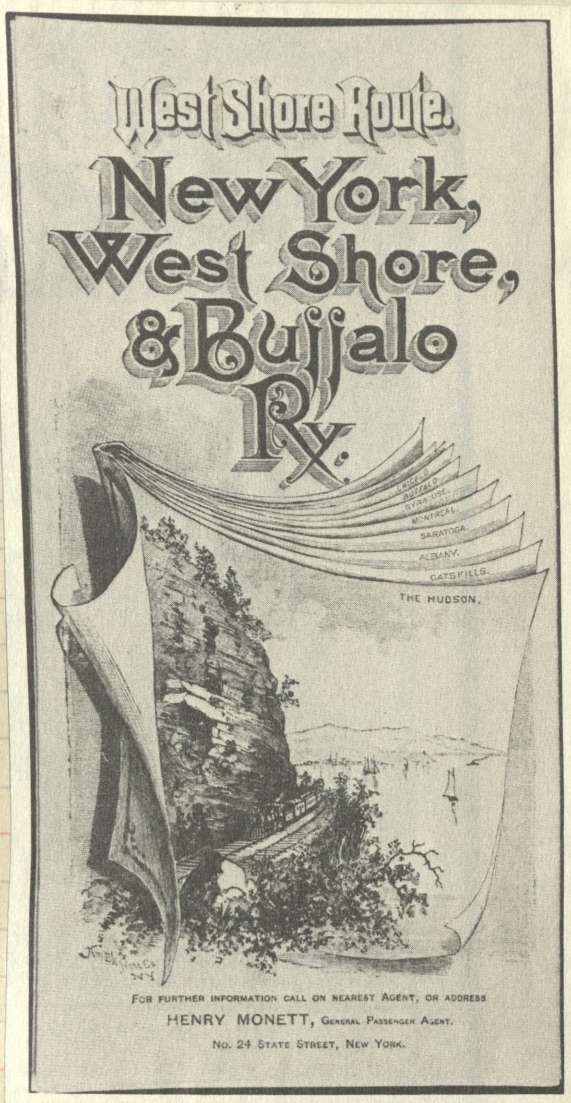
Along the Hudson west of Peekskill



Courtesy Railway Age



Courtesy New York Central Lines



West Shore Route.

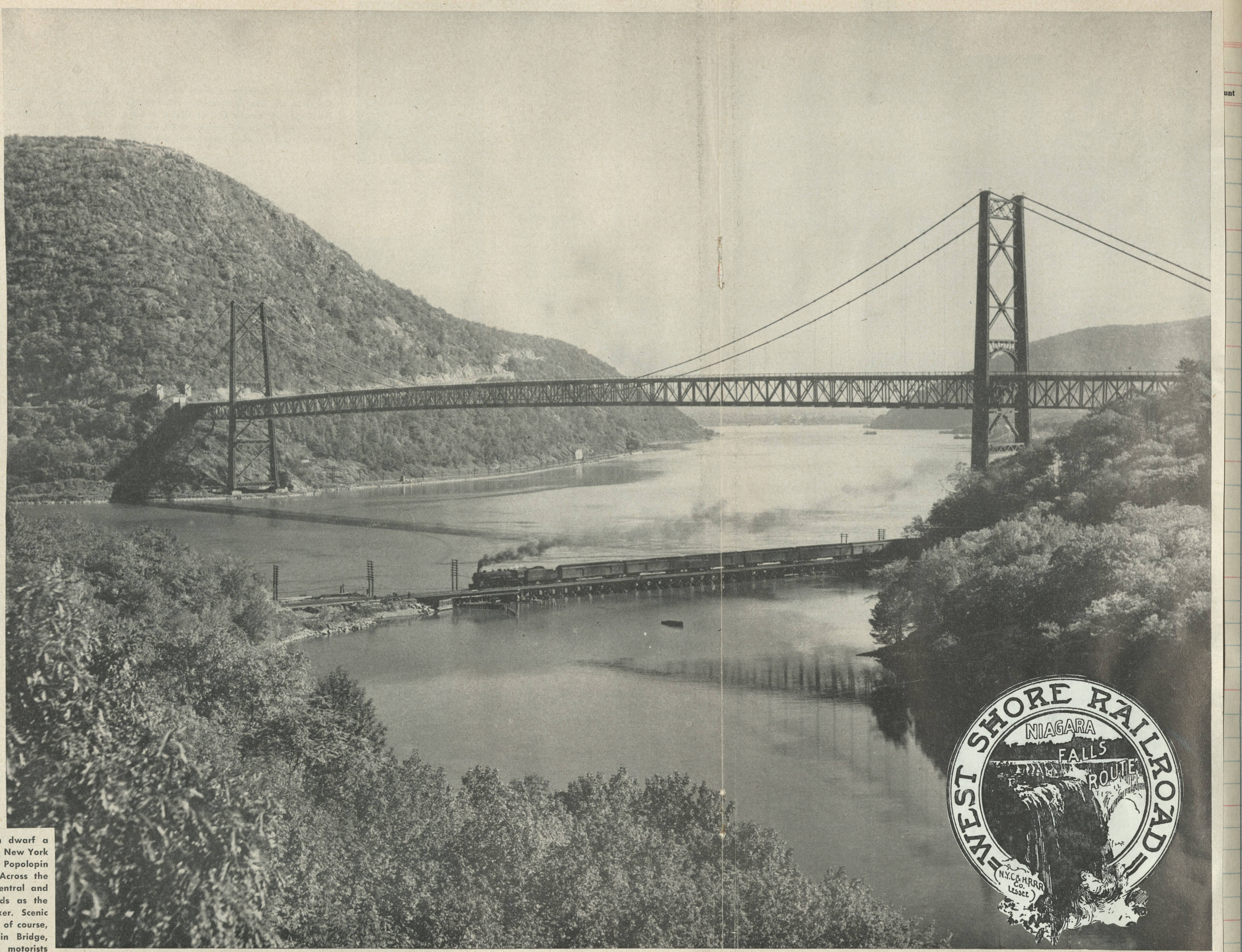
New York, West Shore, & Buffalo Ry.

CHICAGO
BUFFALO
SYRACUSE.
MONTREAL.
SARATOGA.
ALBANY.
CATSKILLS.
THE HUDSON.

FOR FURTHER INFORMATION CALL ON NEAREST AGENT, OR ADDRESS
HENRY MONETT, GENERAL PASSENGER AGENT.
No. 24 STATE STREET, NEW YORK.

RIVER DIVISION

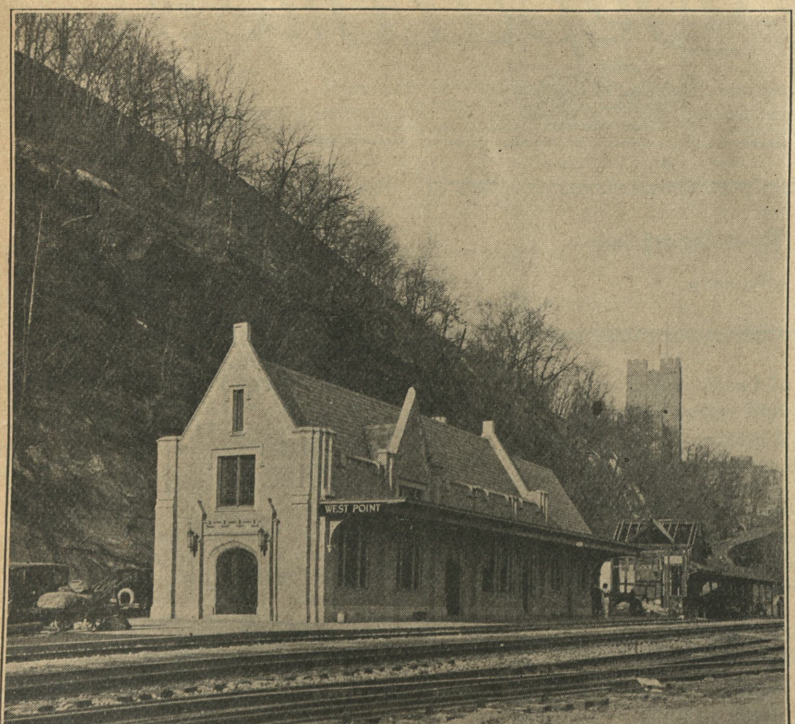
WEST SHORE



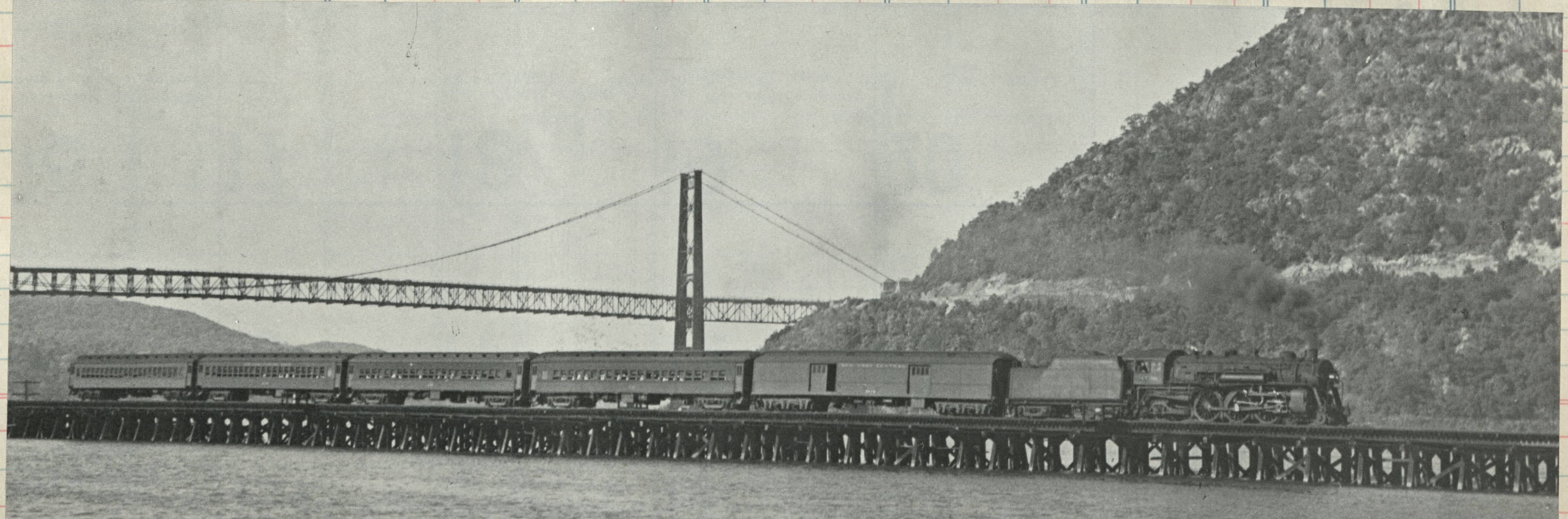
WEST SHORE RAILROAD
NIAGARA FALLS ROUTE
N.Y.C.&H.R.R.R. CO. LESSEE

The eternal hills of the Hudson dwarf a West Shore passenger train of the New York Central as it clatters over the Popolopin Creek trestle behind a Pacific. Across the river is the main line of the Central and route for such renowned limiteds as the 20th Century and the Pacemaker. Scenic sight from the train at this point, of course, is the $5 million Bear Mountain Bridge, a suspension span that carries motorists from the east bank across to Palisades Park, visited by 10 million people a year.

Handsome New West Shore Station is Opened at West Point



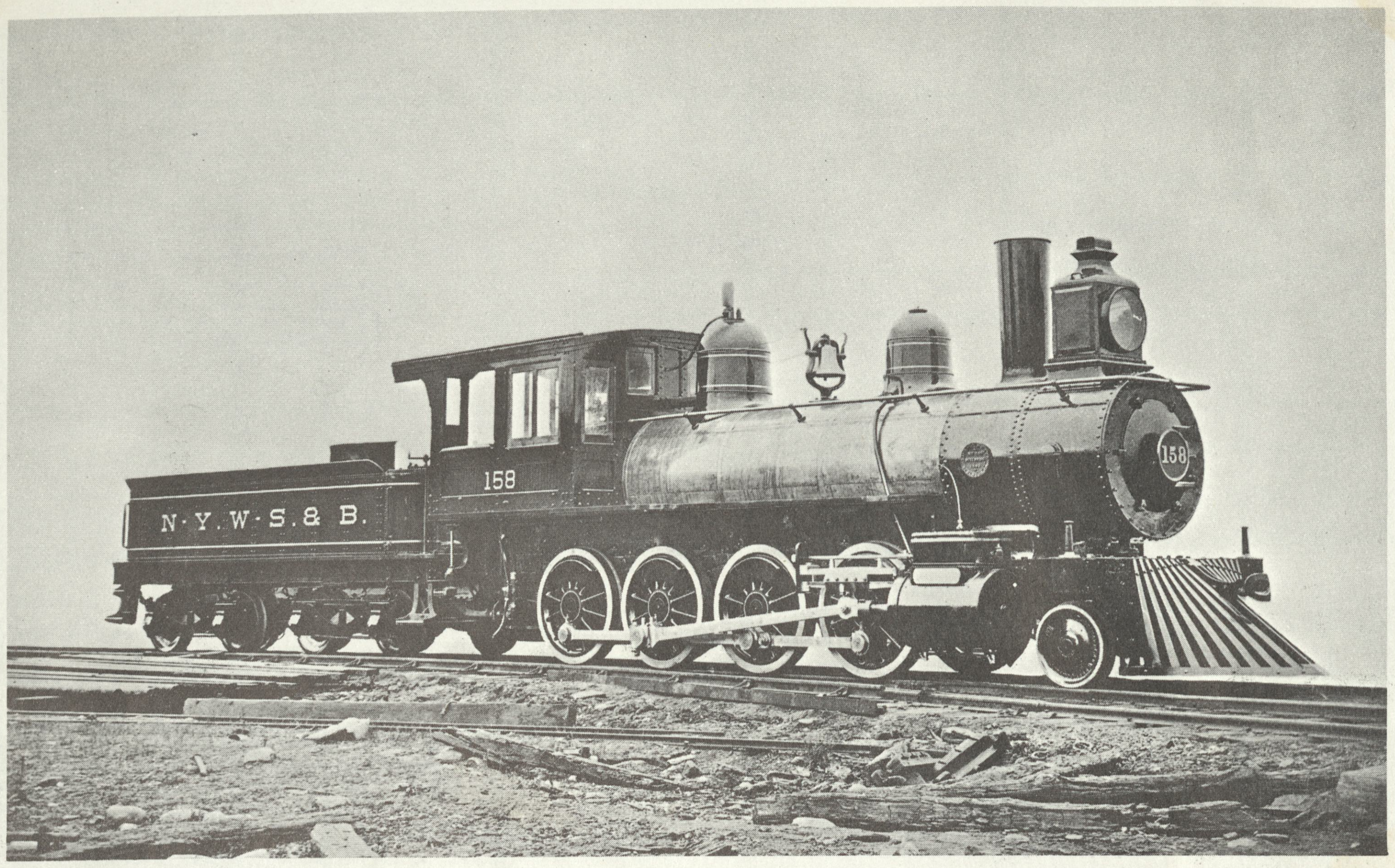
Of gray brick in Gothic style, like the West Point buildings on the cliff above, this new railroad station has been opened on the West Shore Line by the New York Central. 1926



It's a pleasant Sunday afternoon (8/11/40) as Albany-Weehawken Trn #12 keeps to a leisure schedule behind the 4739, c/n 58114 Brooks 1918

Clos. No. Sold

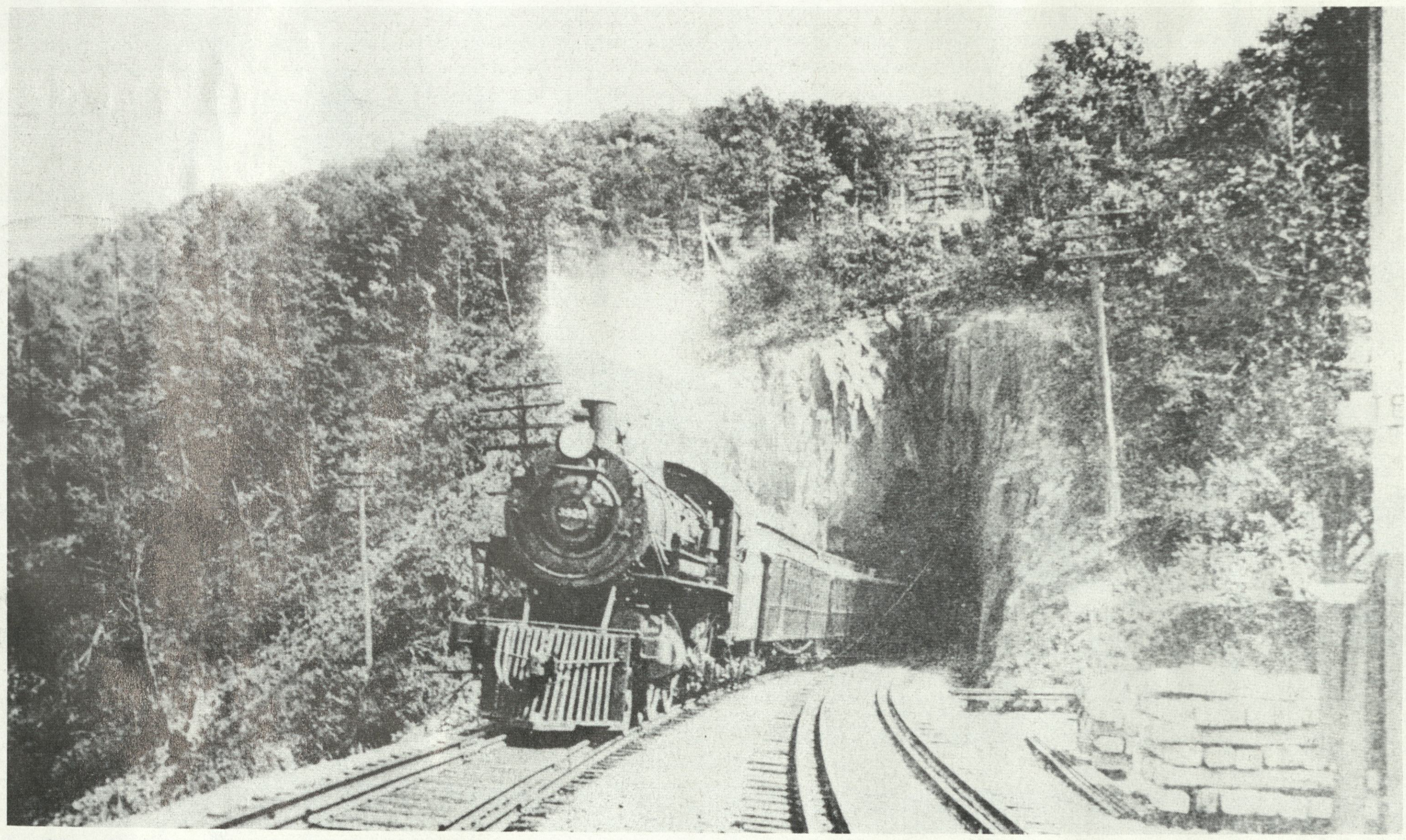
94



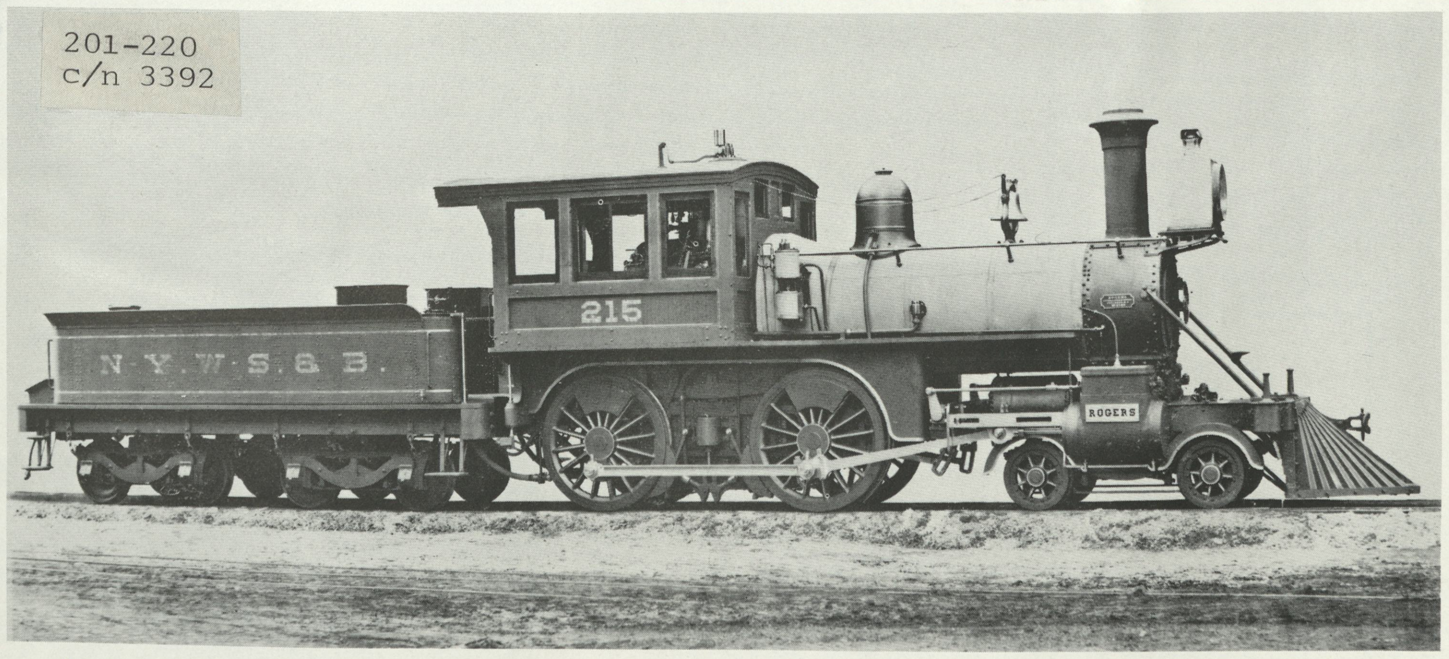
151-175

NEW YORK, WEST SHORE & BUFFALO No. 158 – Dickson No. 368 – 1883

2230–
2254



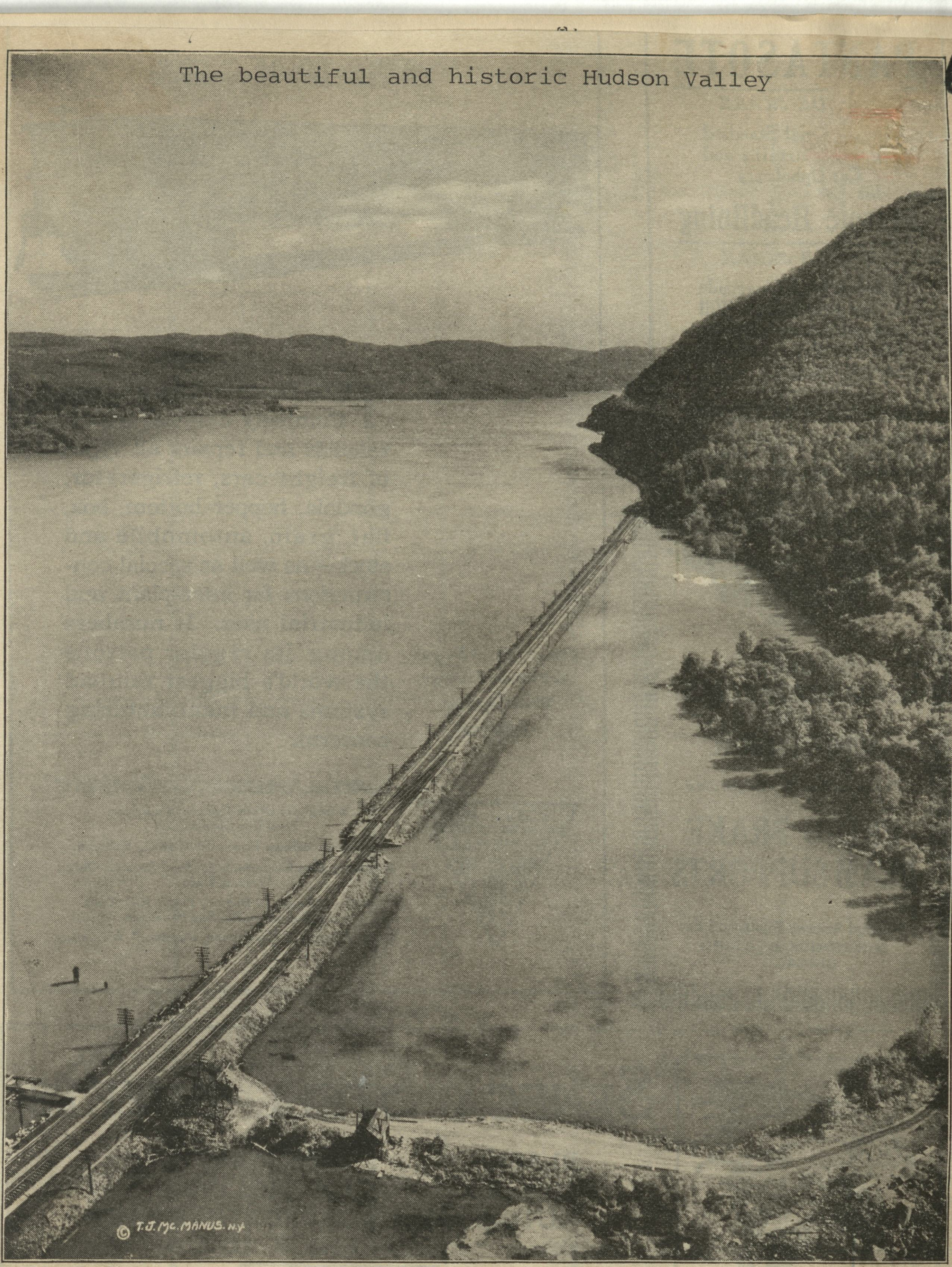
Class Ia Atlantic #3923 is shown emerging from the tunnel at West Haverstraw, New York, on the West Shore Line.



201-220
c/n 3392

New York, West Shore & Buffalo 4-4-0 No. 215, class E seems to be equipped with a cab larger than needed. This locomotive was built by Rogers Locomotive Works in 1885 with 17" X 24" cylinders. The diameter of the drivers was given as 64" and boiler pressure was set at 140 lbs. Weight of the locomotive, less tender, was 92,000 lbs. (46 tons) and the tractive effort was listed at 13,300 lbs. This engine was renumbered to 674 and reclassified to C-18 after 1886 when the N.Y.W.S. & B. was absorbed into the N.Y.C. & H.R.

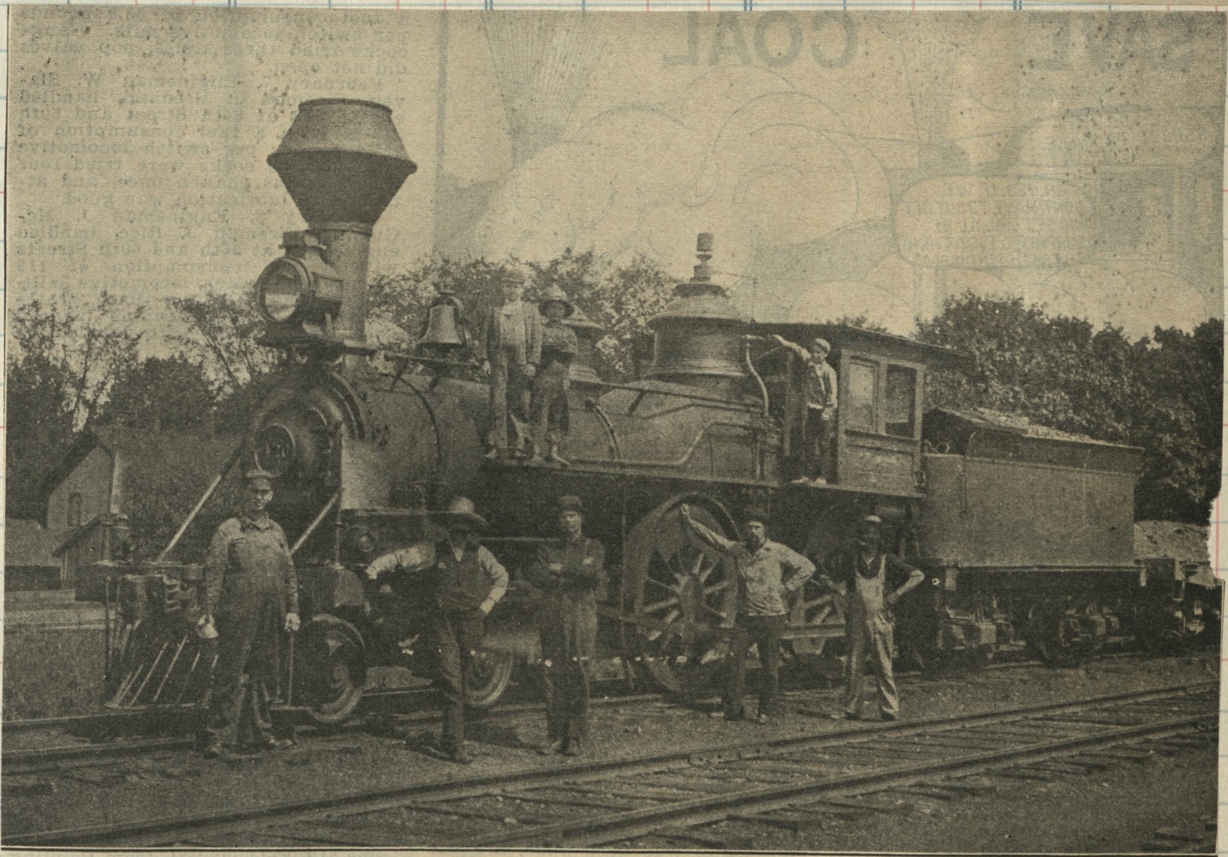
The beautiful and historic Hudson Valley



© T.J. Mc. MANUS. N.Y.

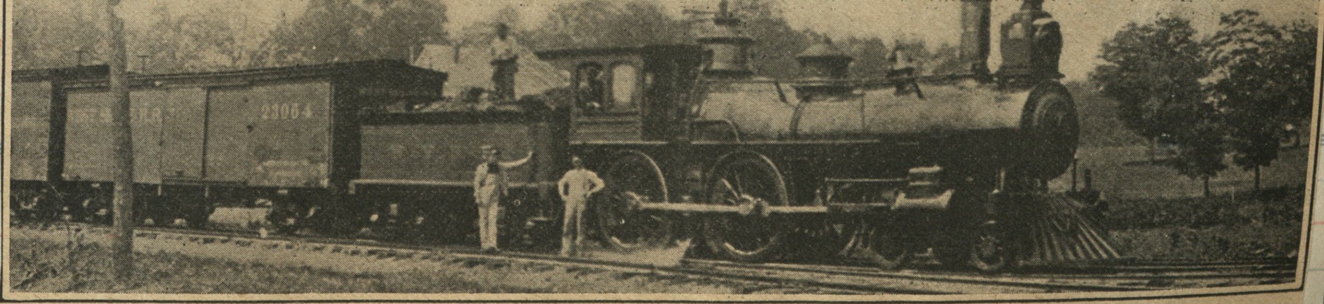
A splendid view of the West Shore tracks (River Division of the New York Central) from the new Storm King highway. At the right is the Cro' Nest and at the left the village of Cold Spring. In the distance is Constitution Island.

OKM



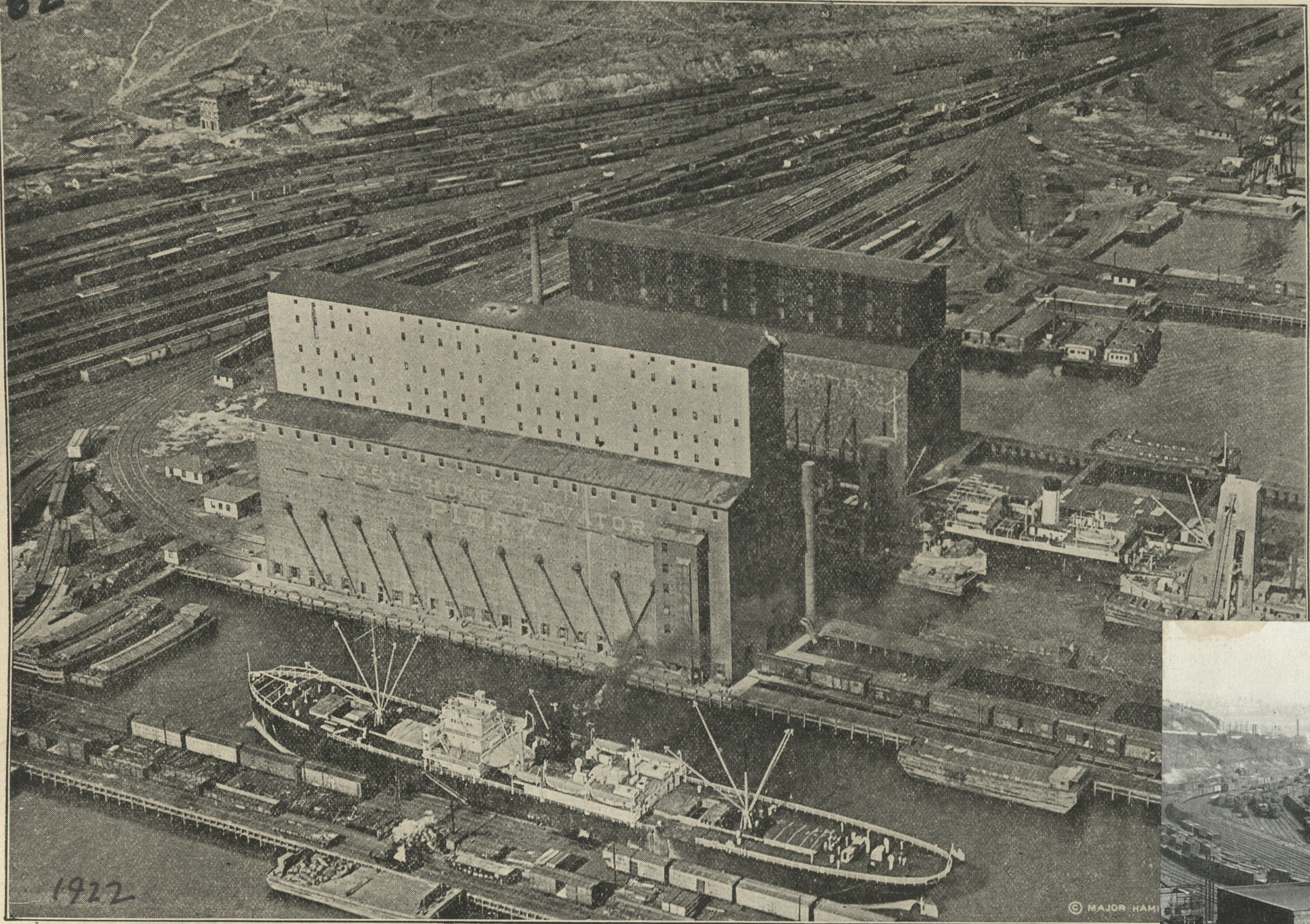
A West Shore work engine and crew, snapped near Oneida Castle, September 10, 1901. Left to right: W. B. Lynch, Engineman; J. Galleger, Conductor; Tom Parlom, Brakeman; L. Stevens, Fireman, and L. Laupler, Brakeman. The photograph is the property of W. B. Lynch, Engineman in passenger service on the Mohawk Division.

Walkill Valley #1

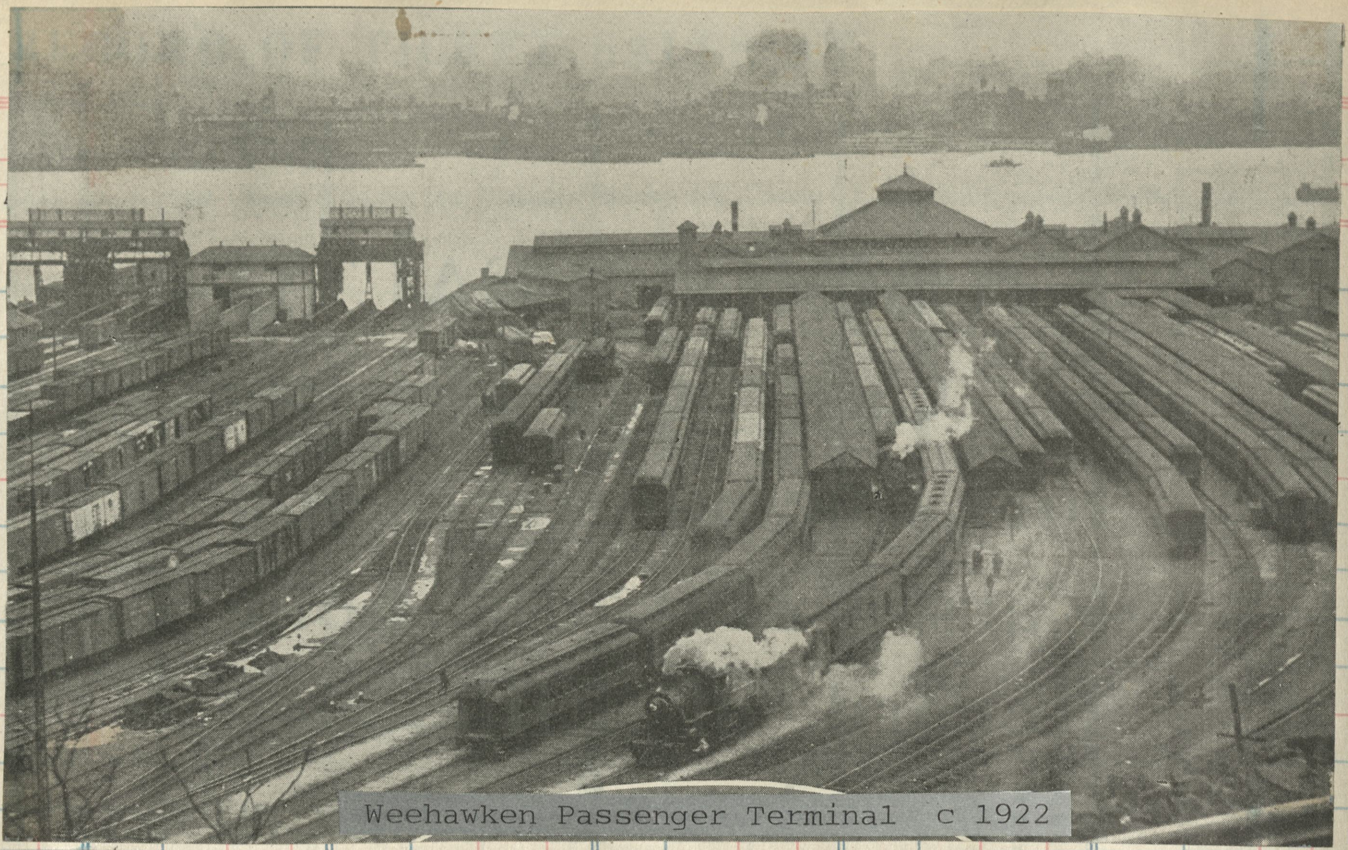


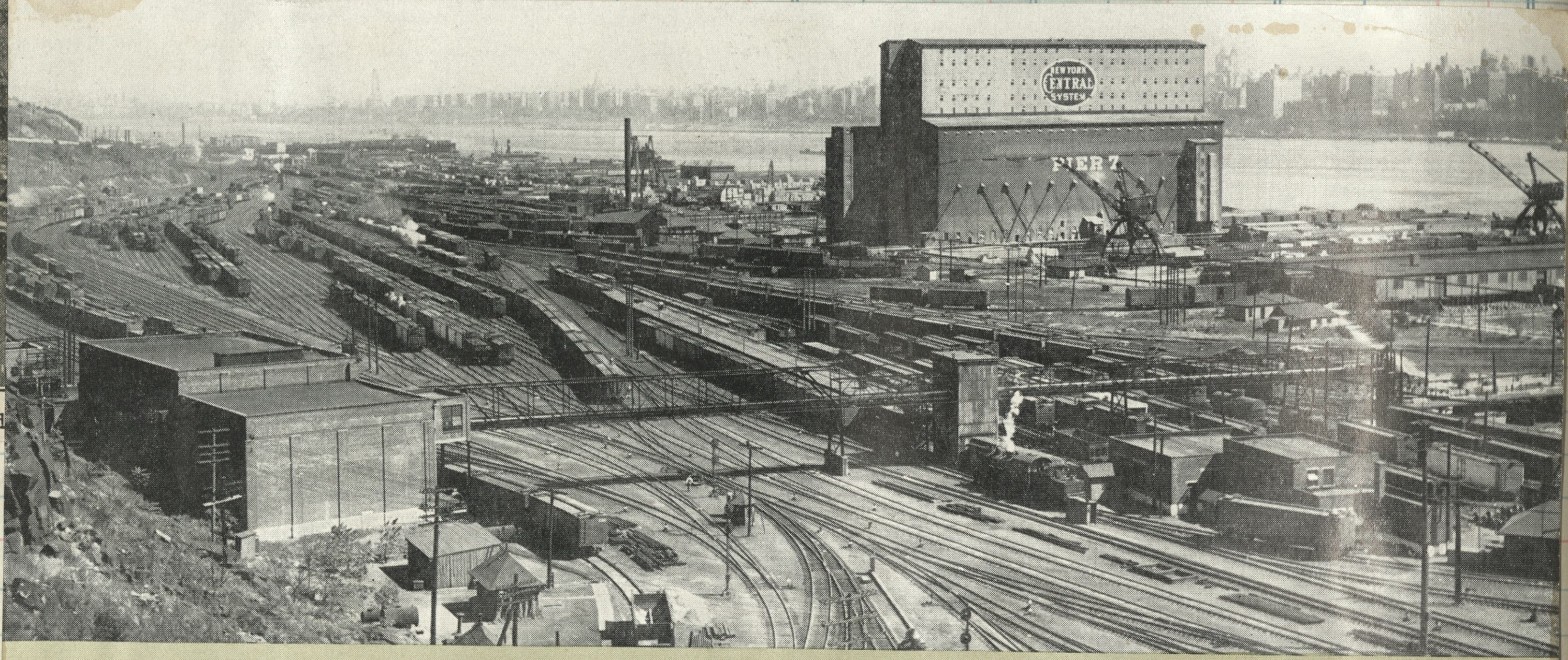
This picture, taken in 1899, shows the original type of box car used on the West Shore Railroad. It is owned by *Martin Cashin* a New York Central Engineman.

OKM


1922
© MAJOR HAMI

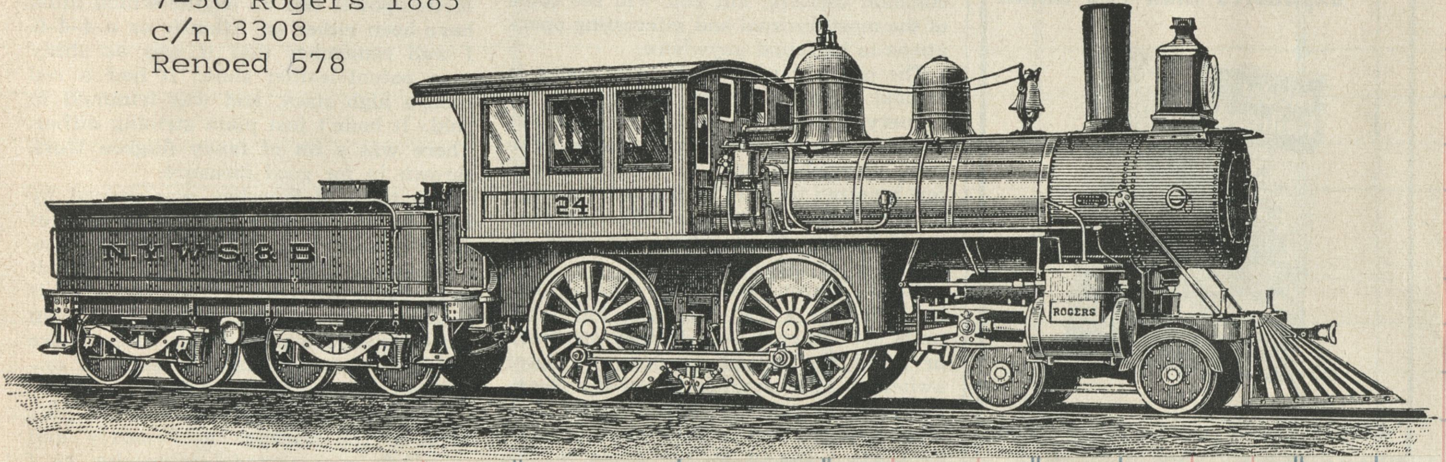
New Aerial view of New York Central yards, piers and elevators at Weehawken, N. J., opposite New York City. Note the ships loading d


Weehawken Passenger Terminal c 1922

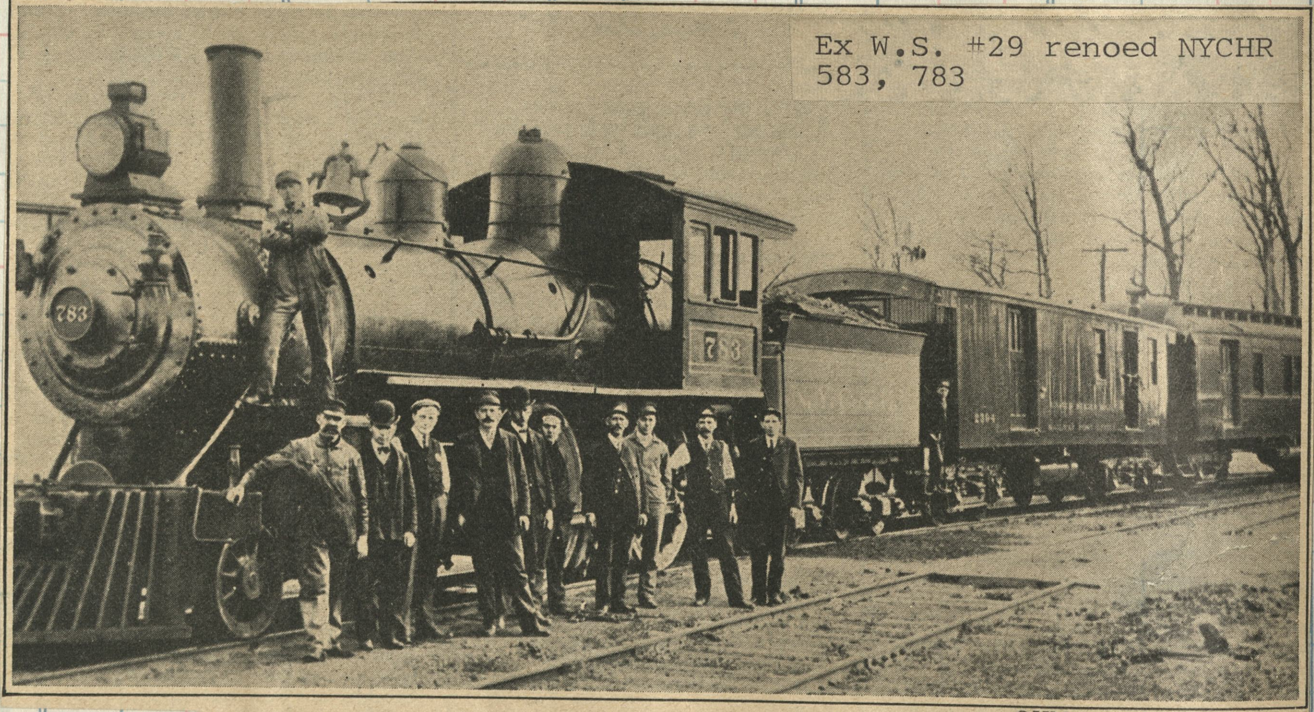

NEW YORK CENTRAL SYSTEM
PIER 7

Over 500,000 cars of freight were received and dispatched in 1948 from the Central's terminal yards at Weehawken, N. J.

7-30 Rogers 1883
c/n 3308
Renoed 578

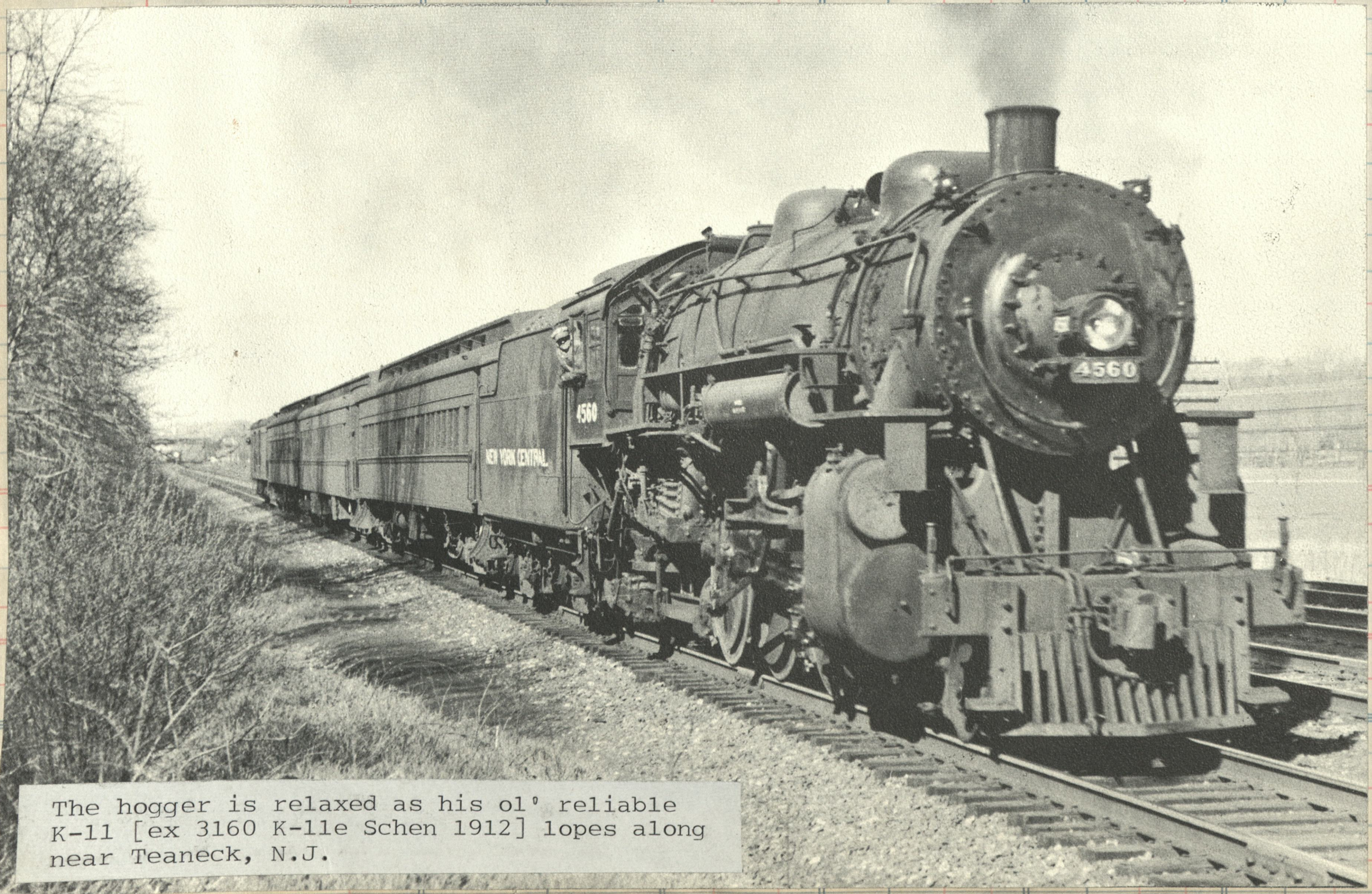

N.Y.W.S.&B.
24
ROGERS

Ex W.S. #29 renoed NYCHR
583, 783

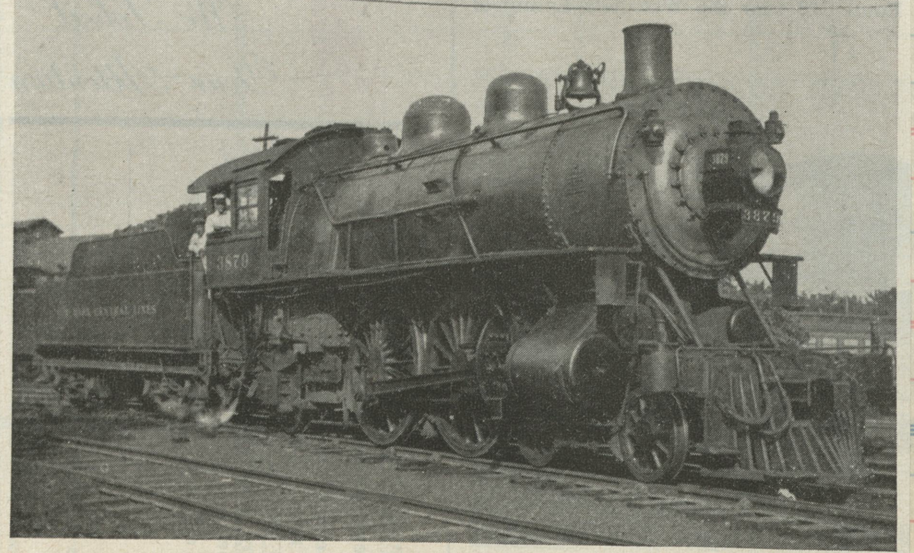


OKM

A VETERAN WEST SHORE ENGINE, NO. 783, AS SHE APPEARED IN 1905


4560
NEW YORK CENTRAL

The hogger is relaxed as his ol' reliable
K-11 [ex 3160 K-11e Schen 1912] lopes along
near Teaneck, N.J.

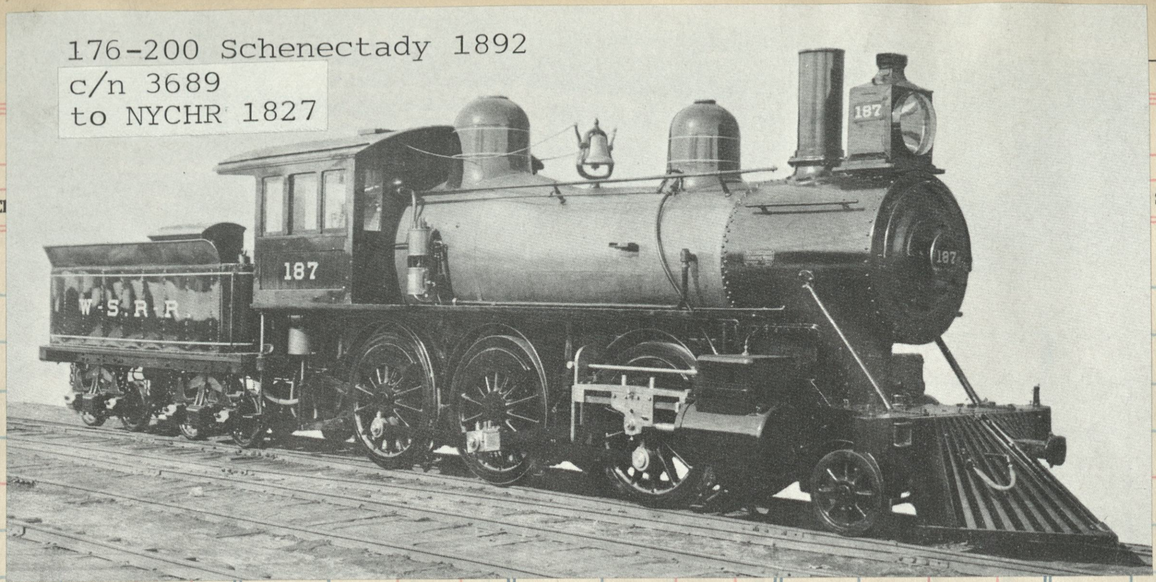


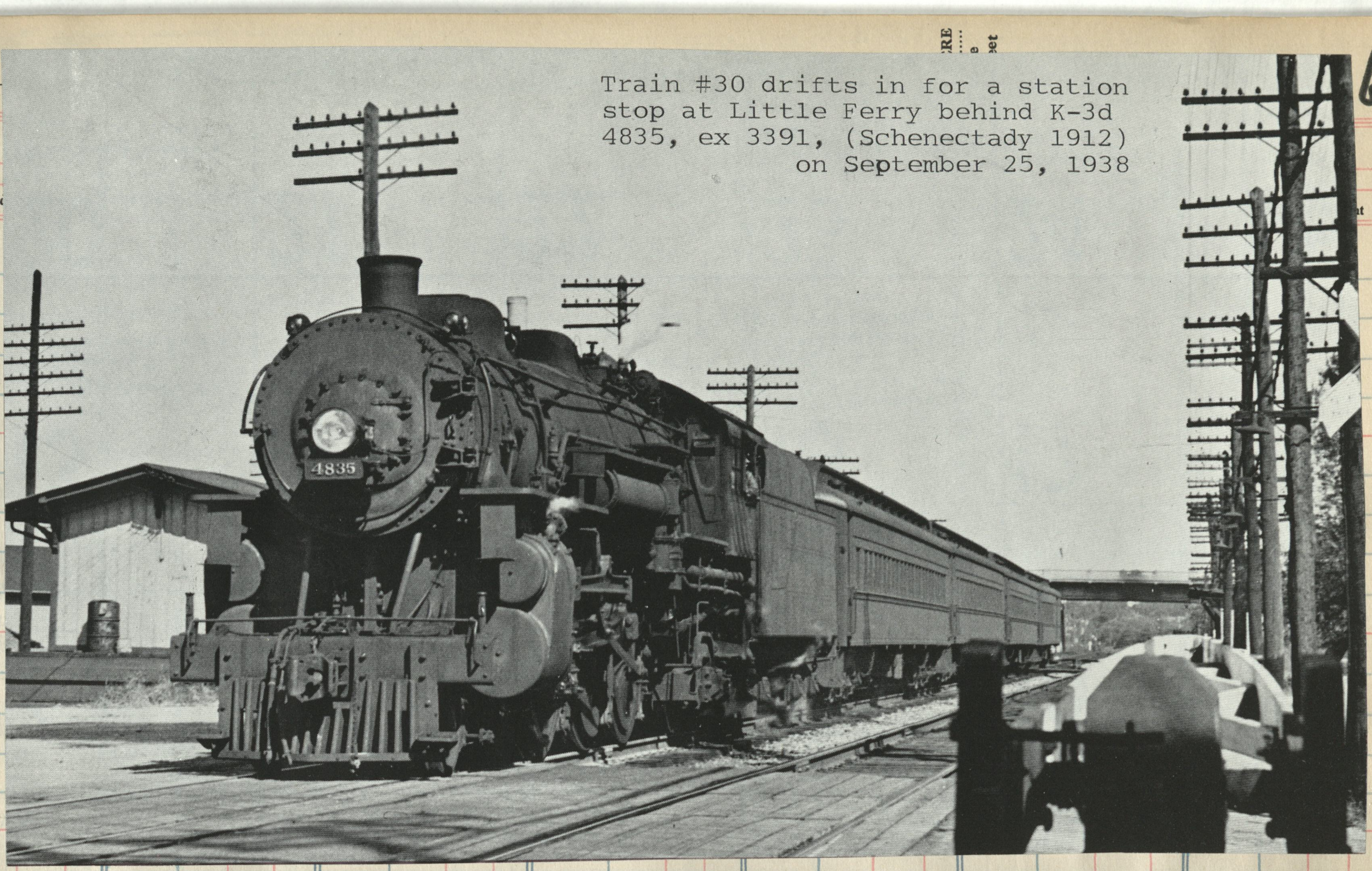
Collection of H. L. Kilpatrick.

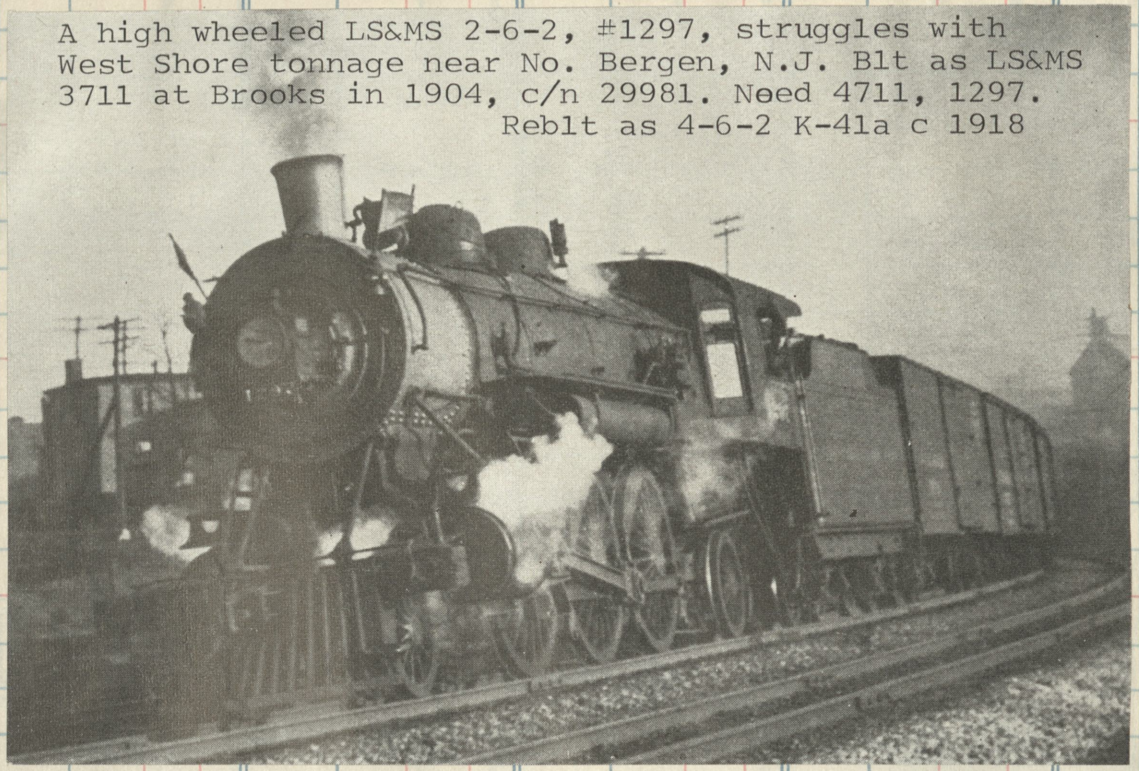
ENGINEER and fireman posed proudly with No. 3879 in Weehawken Yard in 1912.

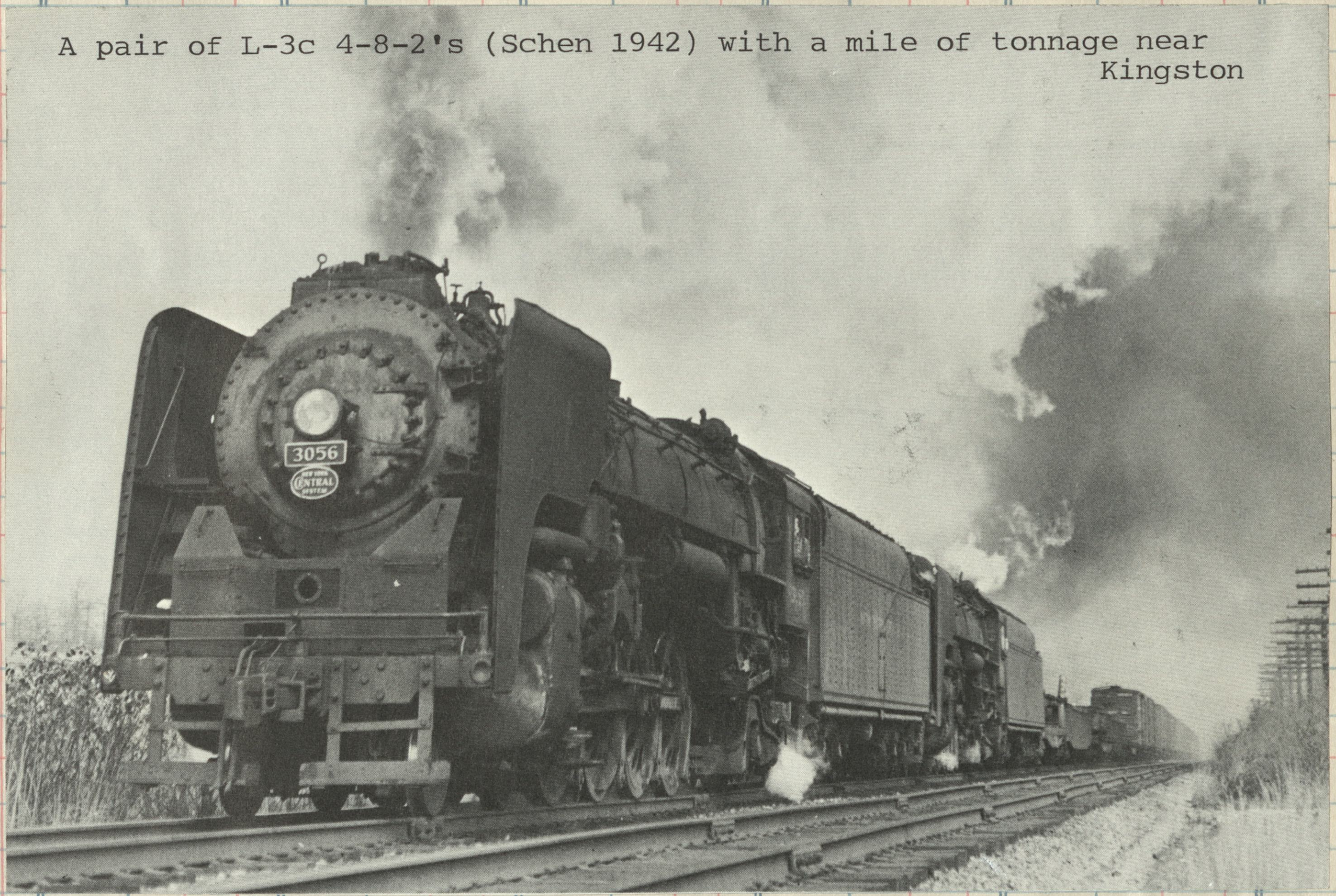
renoed 879
c/n 37841
Schen 1905

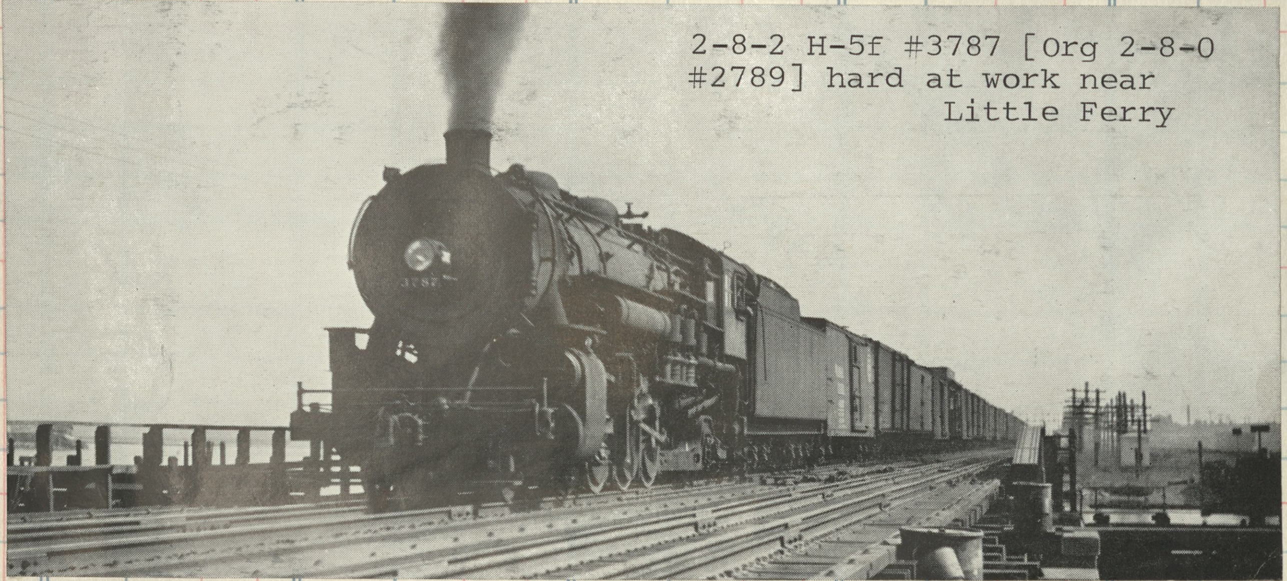
Clos. No. Sold Amount

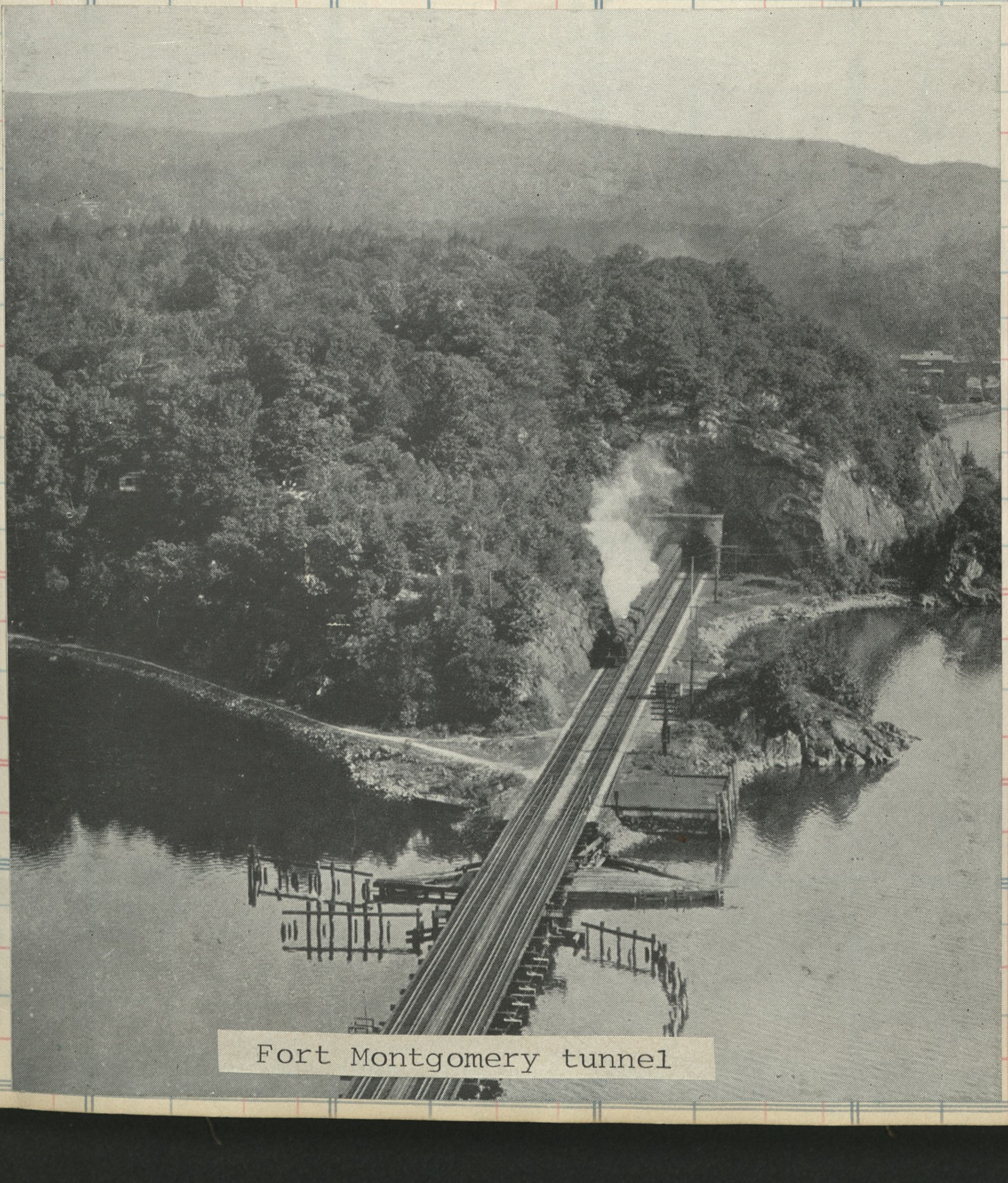

176-200 Schenectady 1892
c/n 3689
to NYCHR 1827

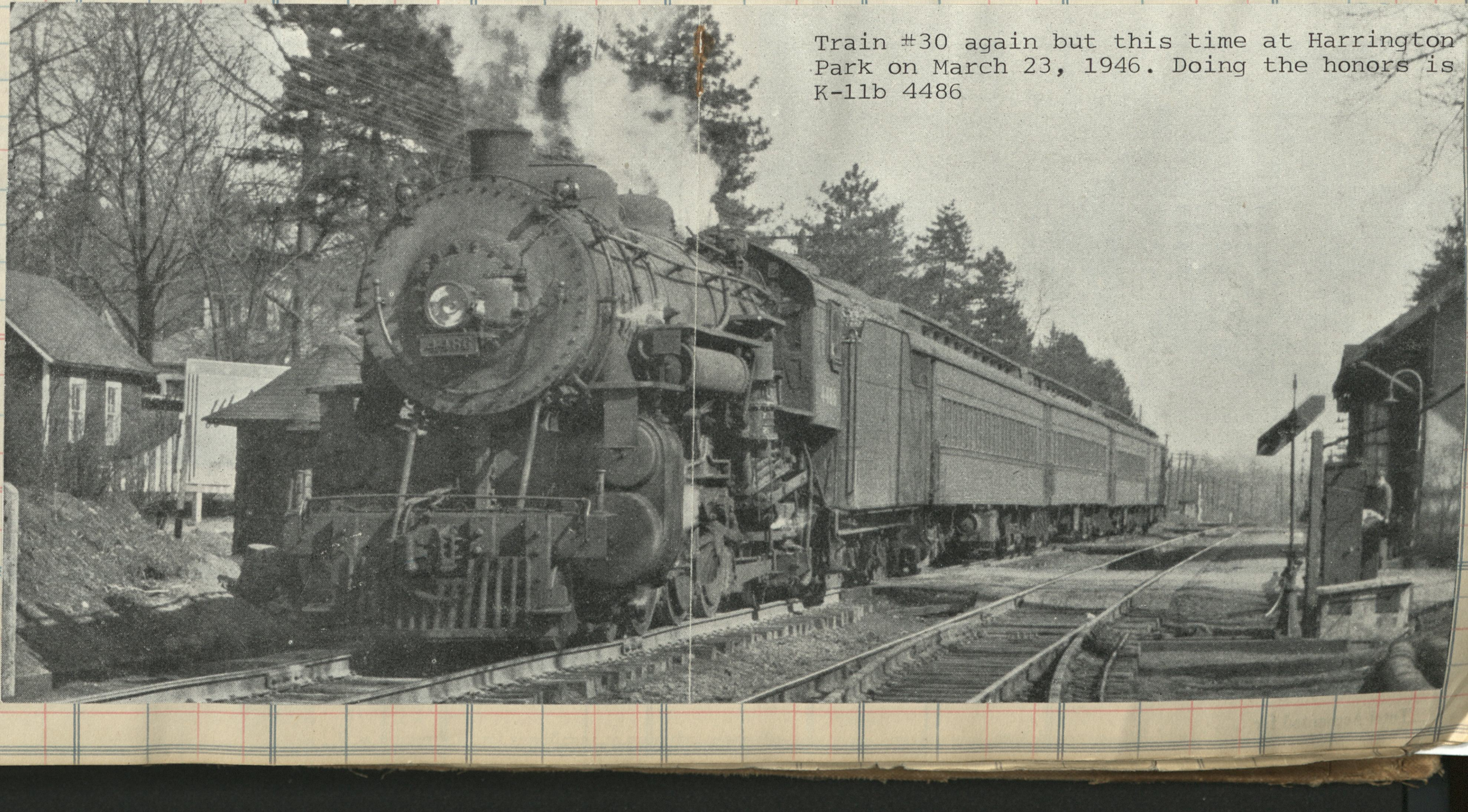

Train #30 drifts in for a station
stop at Little Ferry behind K-3d
4835, ex 3391, (Schenectady 1912)
on September 25, 1938


A high wheeled LS&MS 2-6-2, #1297, struggles with
West Shore tonnage near No. Bergen, N.J. Blt as LS&MS
3711 at Brooks in 1904, c/n 29981. Nœed 4711, 1297.
Reblt as 4-6-2 K-41a c 1918


A pair of L-3c 4-8-2's (Schen 1942) with a mile of tonnage near
Kingston

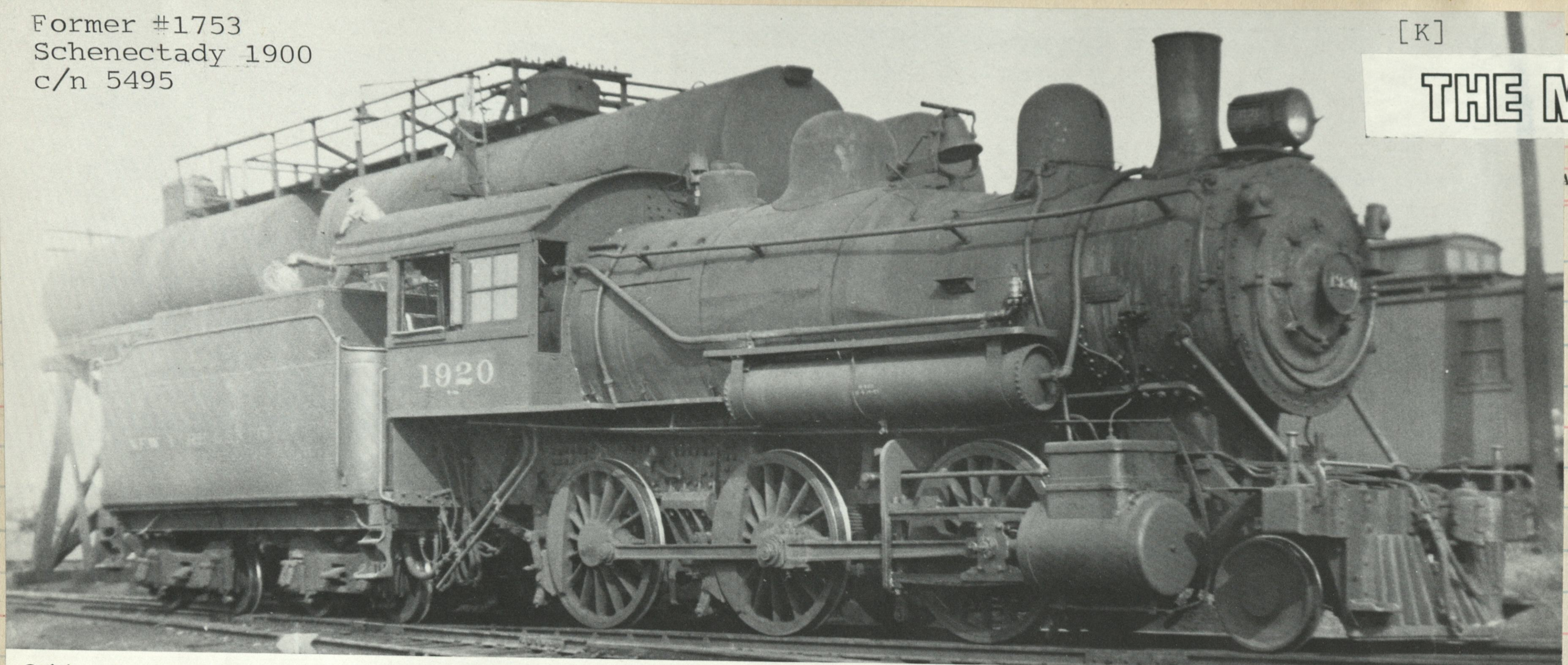

2-8-2 H-5f #3787 [Org 2-8-0
#2789] hard at work near
Little Ferry


Fort Montgomery tunnel

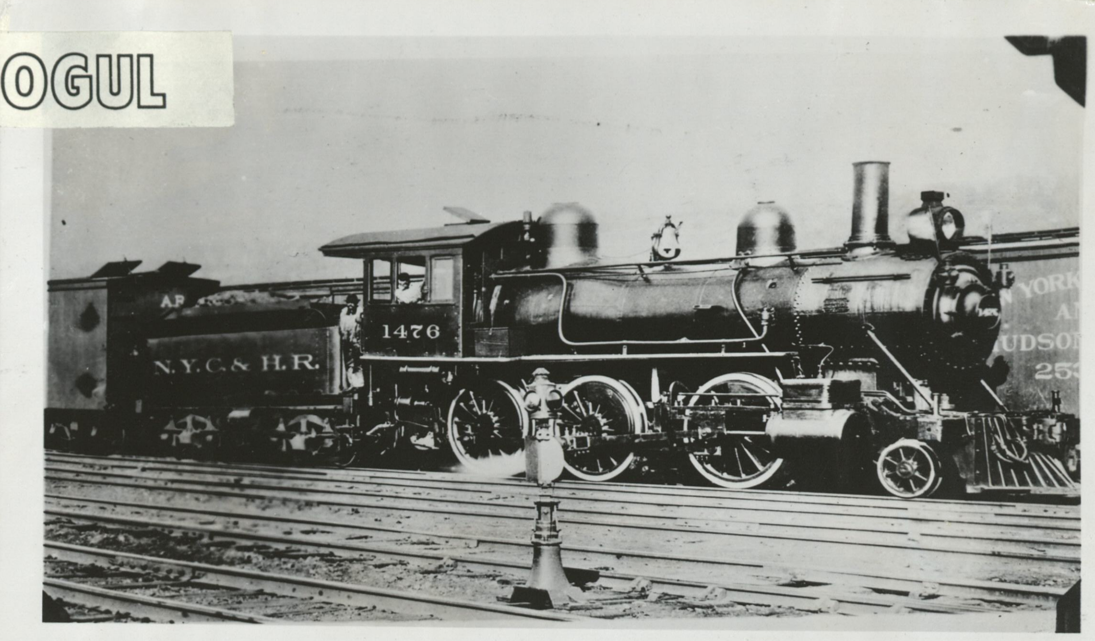

Train #30 again but this time at Harrington
Park on March 23, 1946. Doing the honors is
K-11b 4486

[K]

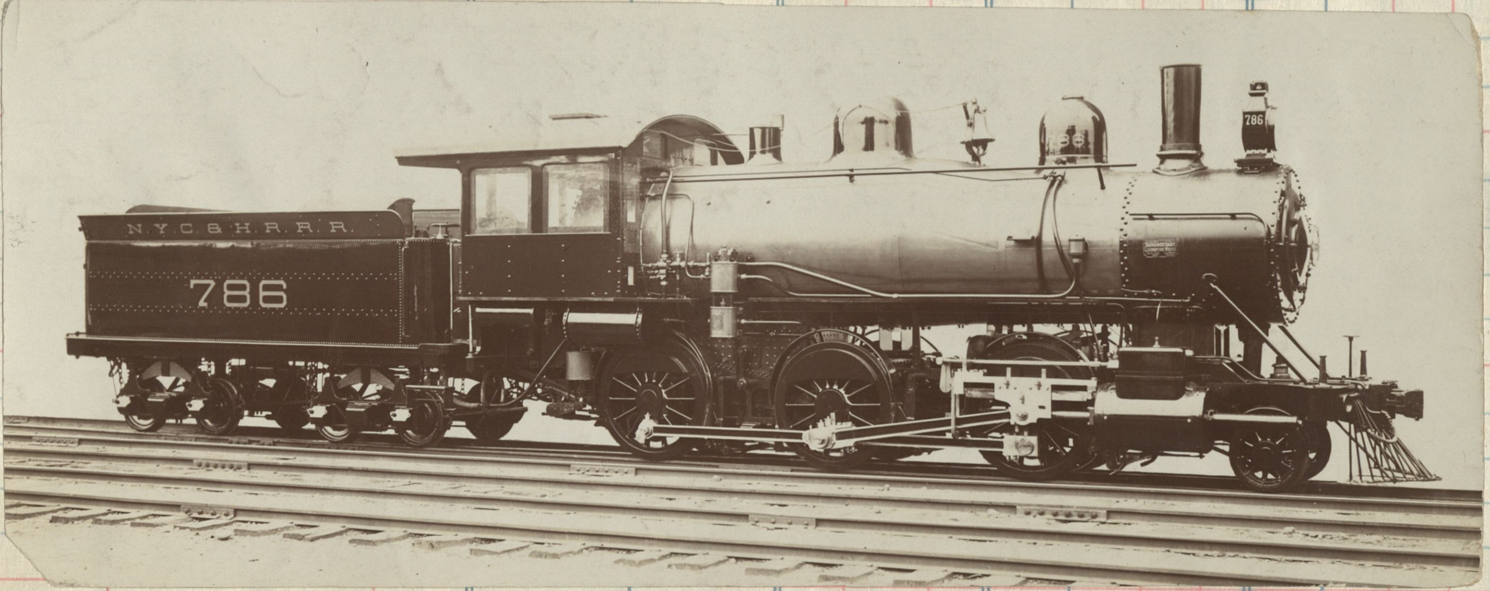
THE MOGUL


Former #1753
Schenectady 1900
c/n 5495

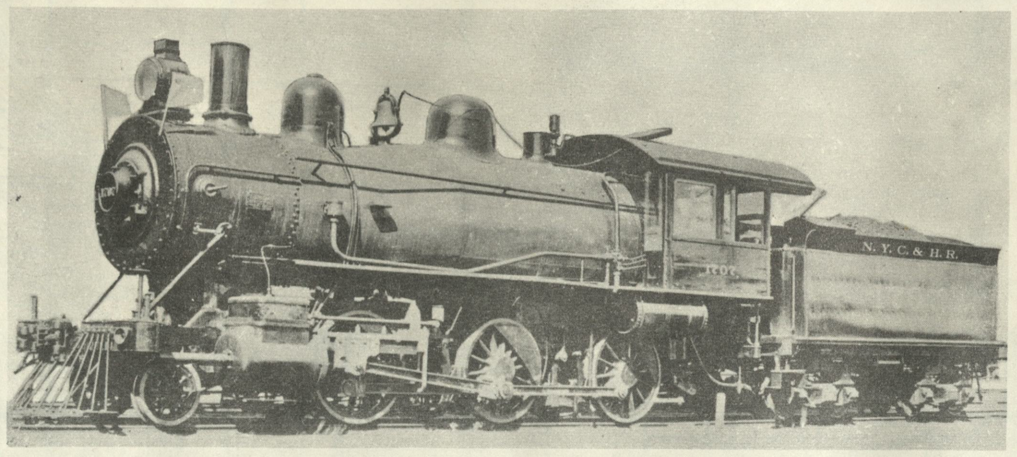
Oil-burning Mogul 1920 pauses beside the fuel tanks at Tupper Lake Junction, N.Y. on August 7, 1937.



1473-1477 Ed [Org #528] c/n 2945 Schen 1899

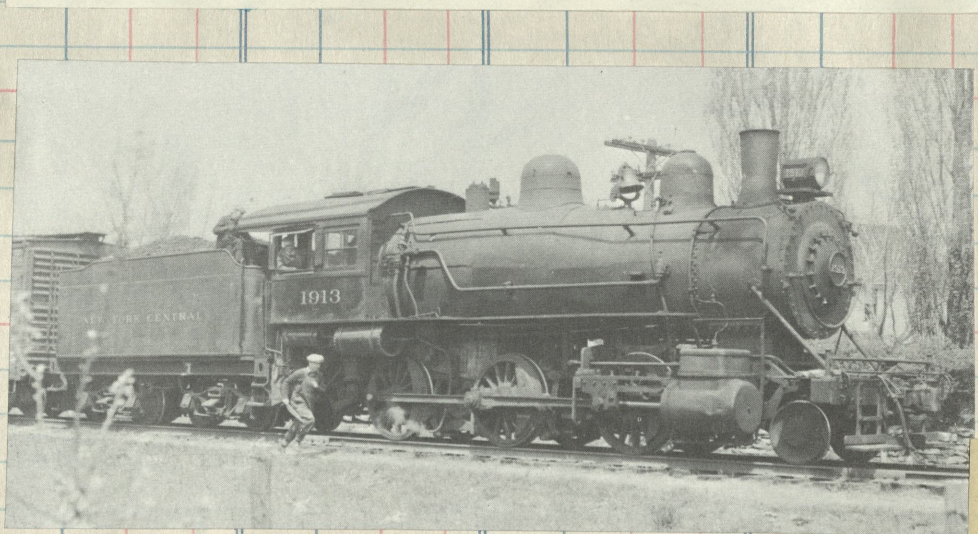


Built as the Pittsburgh & Eastern #12 in 1898 by Schenectady c/n 4909. Renoed NYC&HR 786 in 1900, later 1689. Class E-1

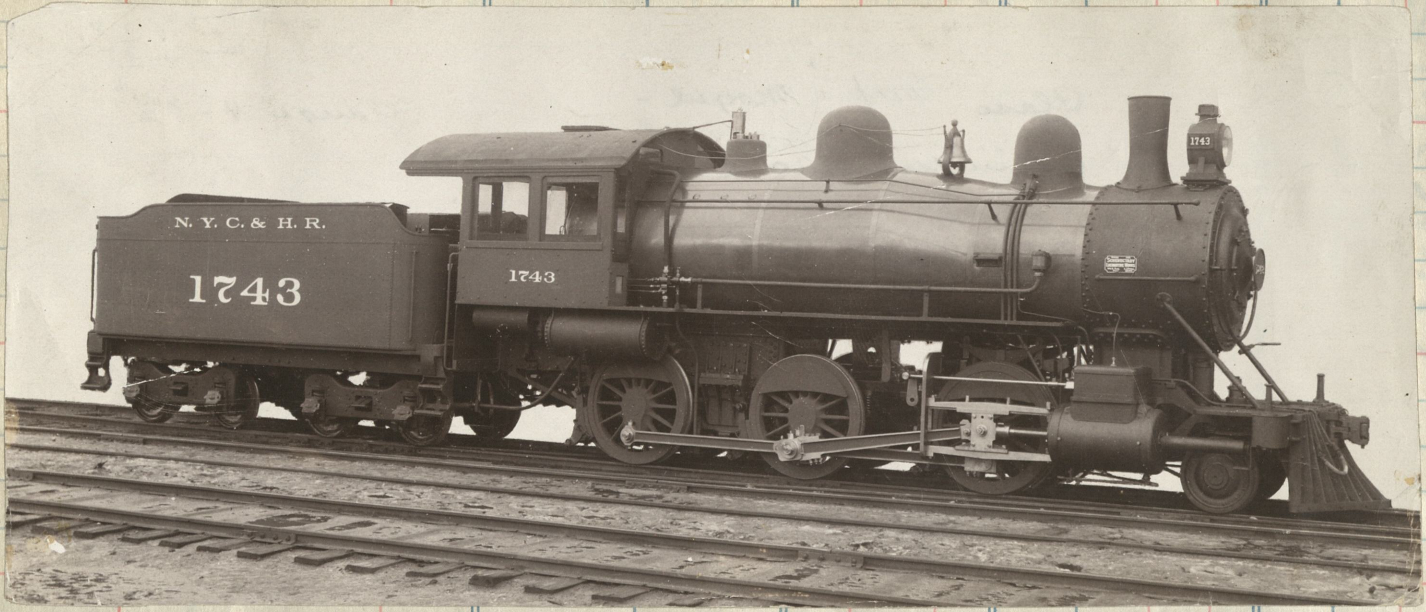


Class E-1a
1691-1717
Schenectady 1899

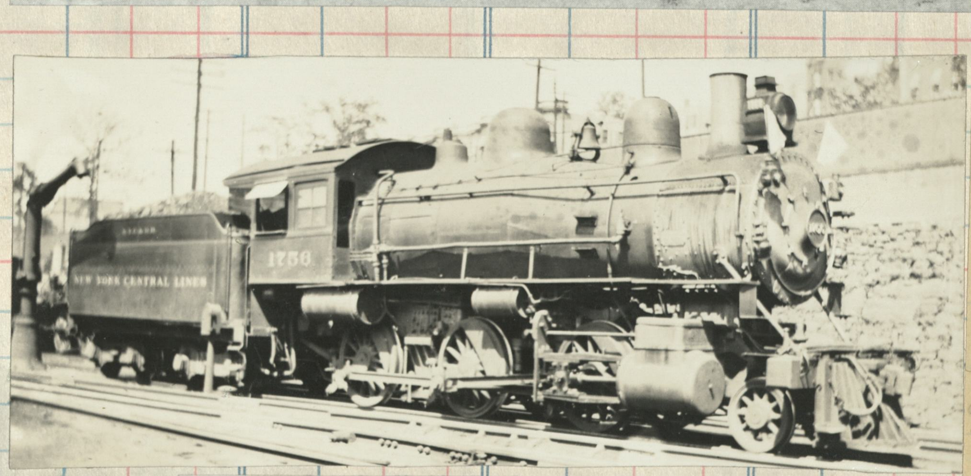
1707, org #804
c/n 4991



The 1913 while working on the Putnam Div in 1939. Org #815, blt at Depew Shops 1899, reno 1718, 1913.



1741-1761 class E-1d Schenectady 1900. #1743, c/n 5485, renoed 1919. #1755, c/n 5497, renoed 1922.

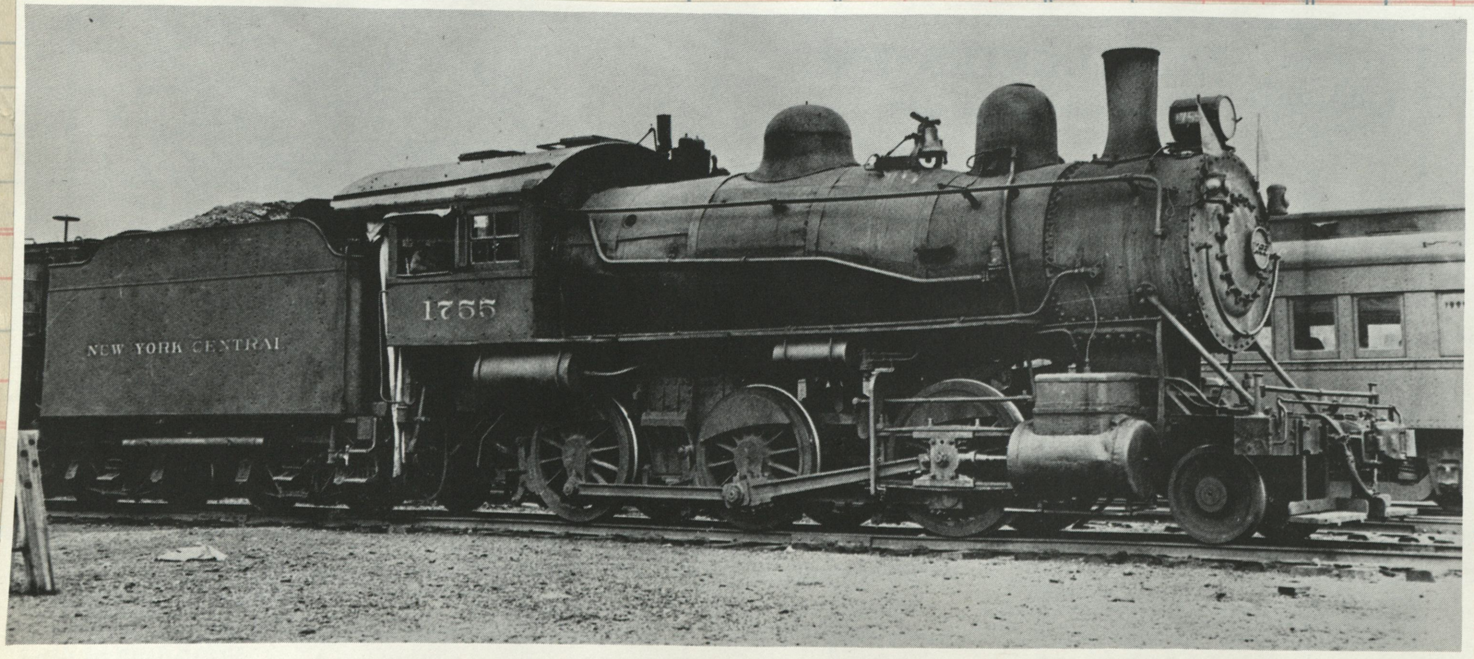


1756 at High Bridge

NOTE

Mr. Stindt:-

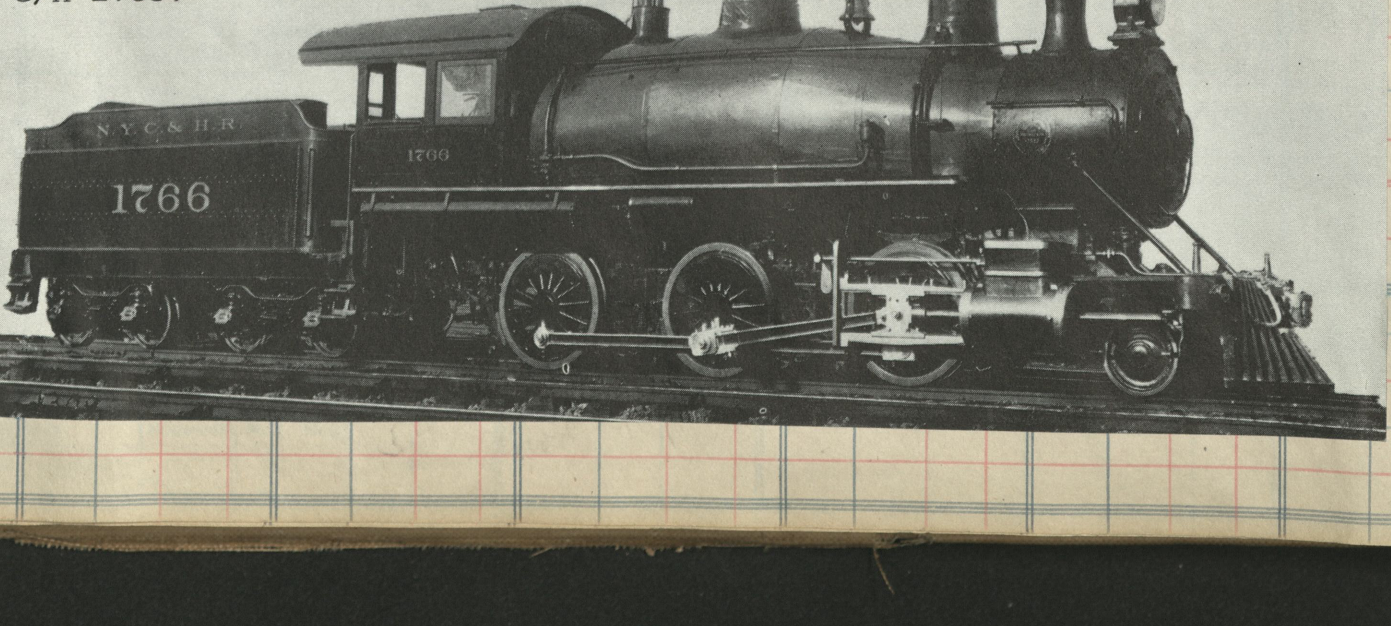
The Southern Pacific A-2 class 4-4-2's noed 3016-3024 (often refered to as the ugliest Atlantic type engines ever built!) had Vanderbilt fireboxes. In Dunscome's book "Century of S P Steam Locos" on page 233 the print of the #3020 is an excellent example. Note the very small firebox that is located under the cab.



N.Y.C. 1755 was one of the steam locomotives that saw service on the Gouverneur & Oswegatchie Branch many years ago. The E-1dclass 2-6-0 was built by Schenectady in 1900 and is shown here at Brewster, N.Y. in December, 1931. This locomotive was renumbered 1922 in the general 1936 renumbering system.
Harold K. Vollrath Collection

1766-1767
Baldwin 1900
c/n 17637

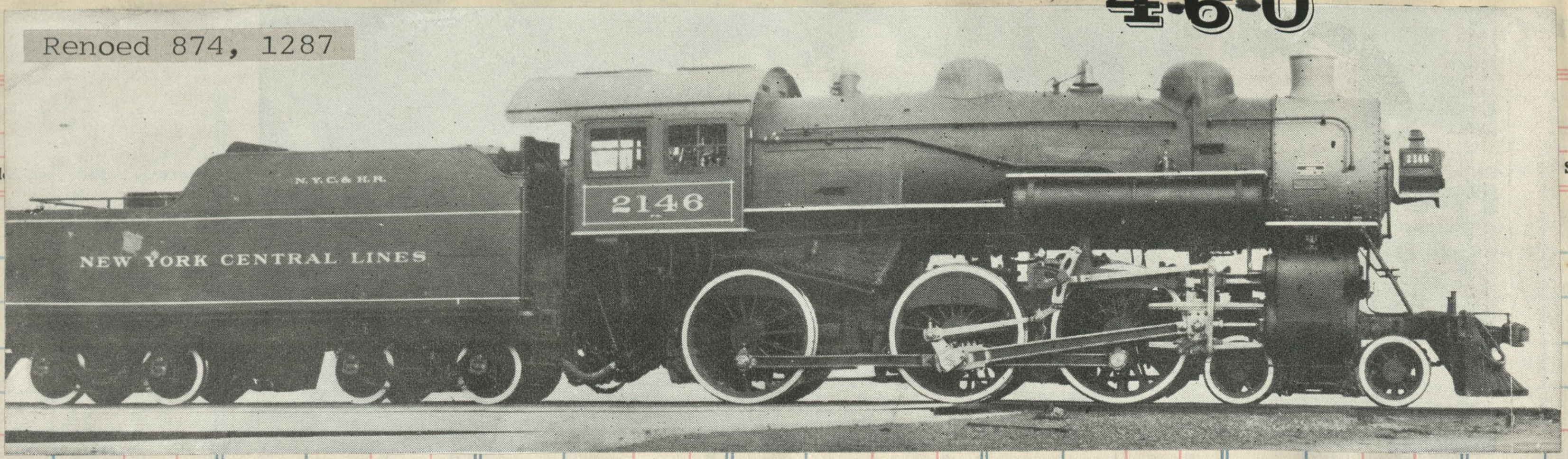
E-1f



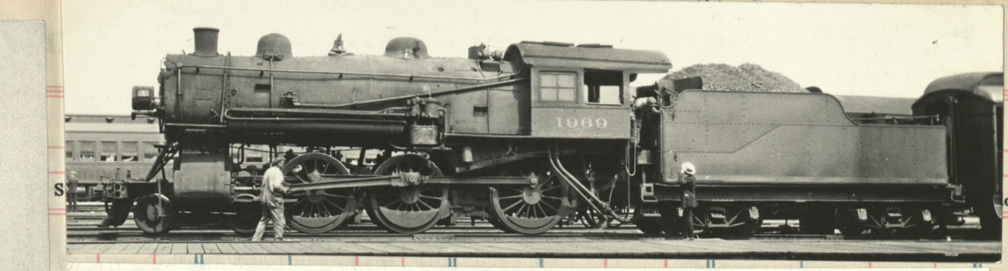
4-6-0

Clos. No. Sold Amount

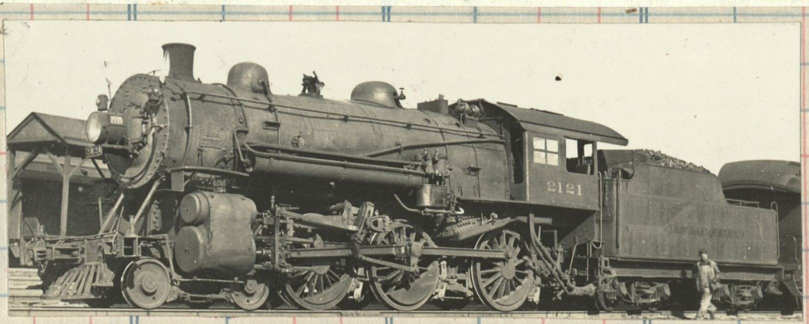
Renoed 874, 1287


N.Y.C.&H.R.
NEW YORK CENTRAL LINES
2146

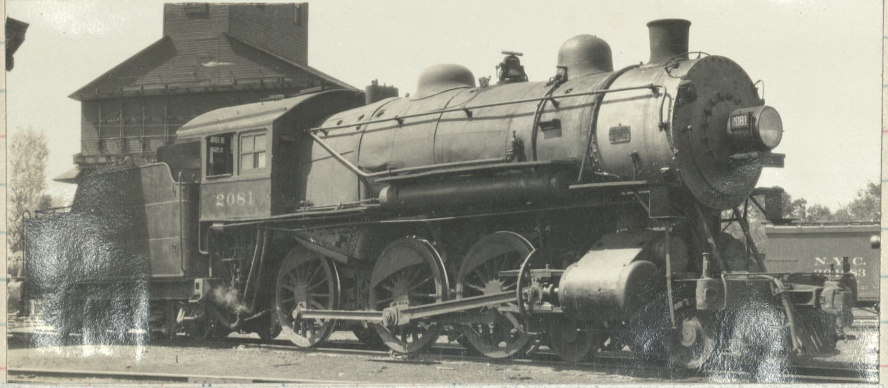
2132-2166 F-2g c/n 45362 Schenectady 1908



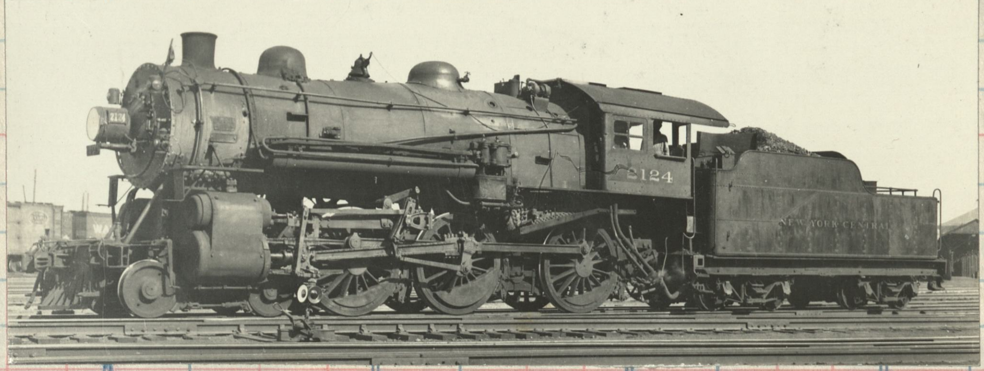
1965-1999 F-2d c/n 43618 Schenectady 1907



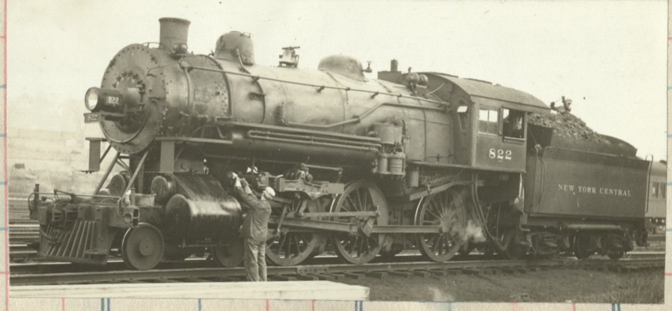
2112-2131 F-2e
C/n 43658
Schen 1907
Reno 834, 1247



2065-2084 F-2a c/n 41074 Schenectady 1906

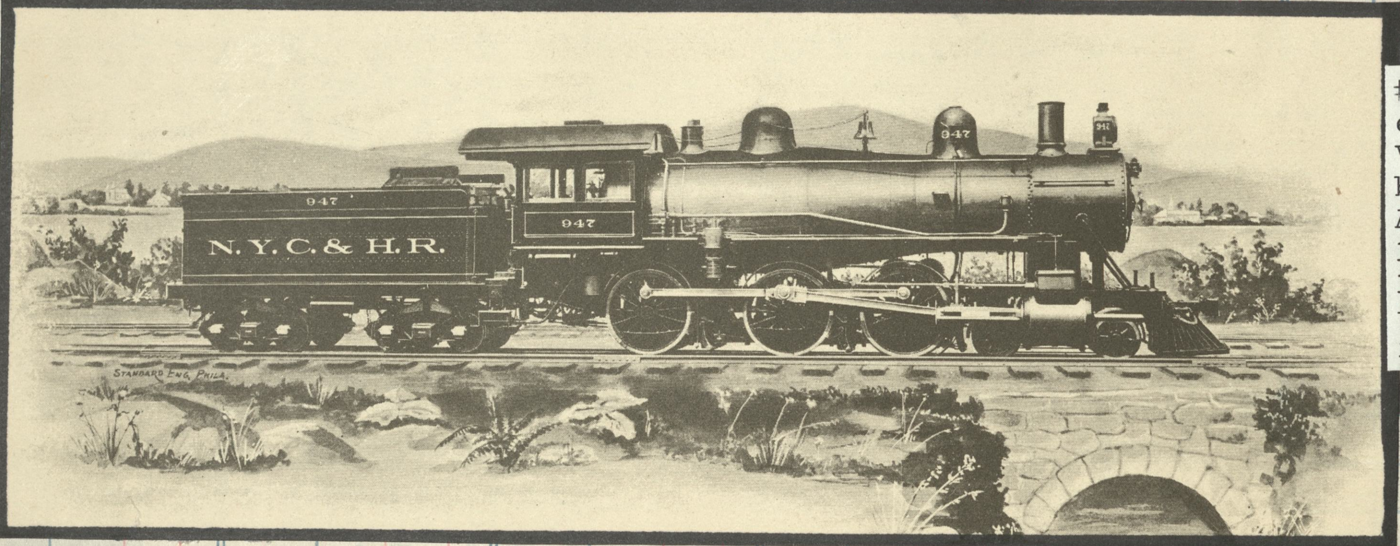


F-2e c/n 43661

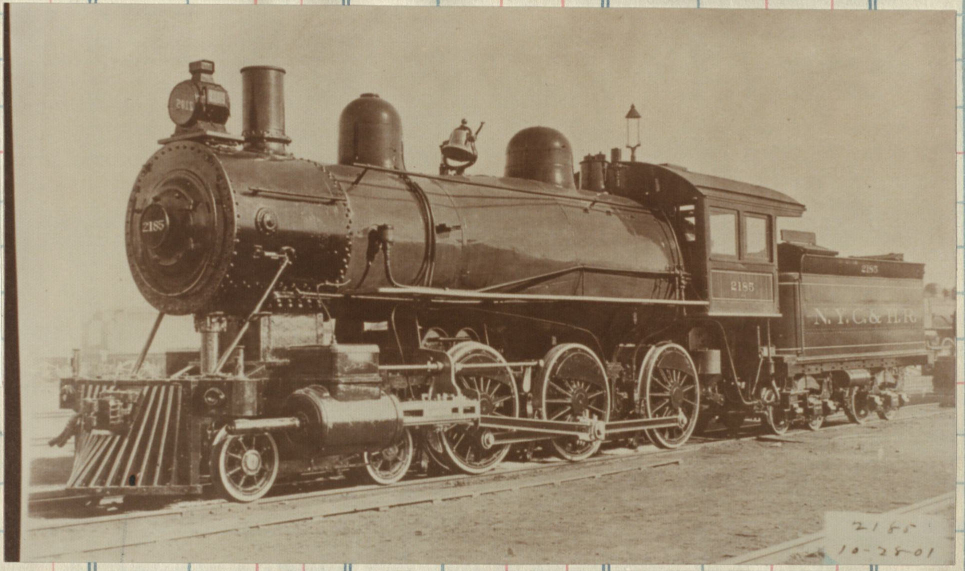

822
NEW YORK CENTRAL

822, org 2071, later
1235 F-2a c/n 41064
Schenectady 1906
at Brewster NY 1937
ELM foto

C. Vanderbilt II besides being President of the road also was inventive. He designed what was called a 'corrugated firebox', a tube type that did away with staybolts but grate area was limited.

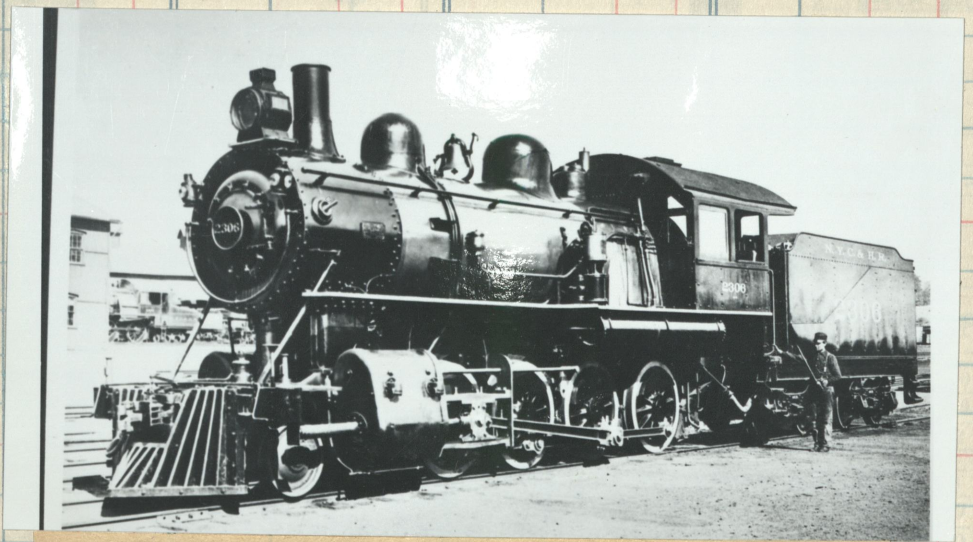


#947 was first engine blt with Vanderbilt fire box. Blt West Albany Shops in 1899. Renoed in 1900 as #2055, then 2185 → in 1905.

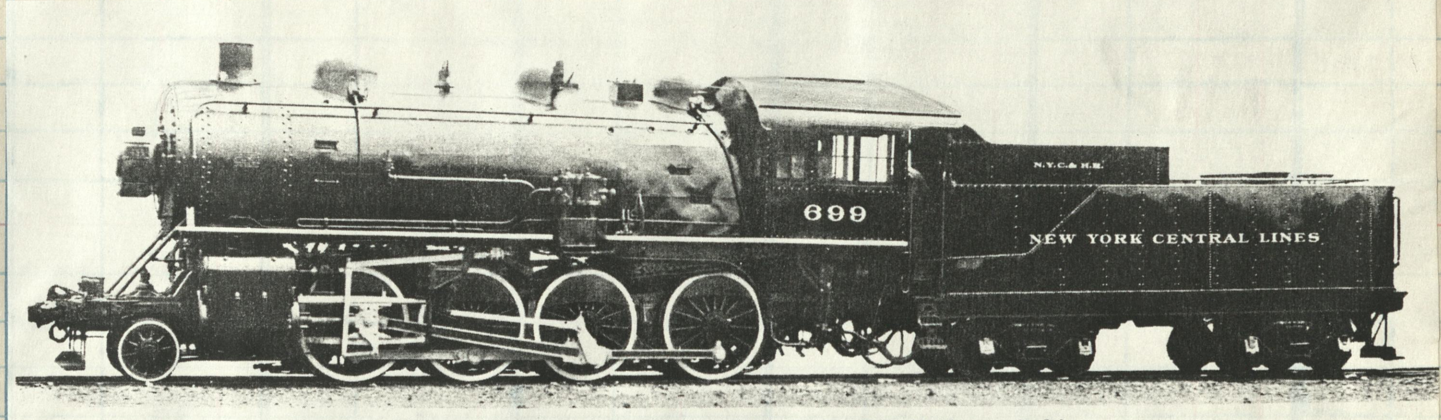

N.Y.C.&H.R.
2185
10-28-01

This foto illustrates the'absence'of firebox

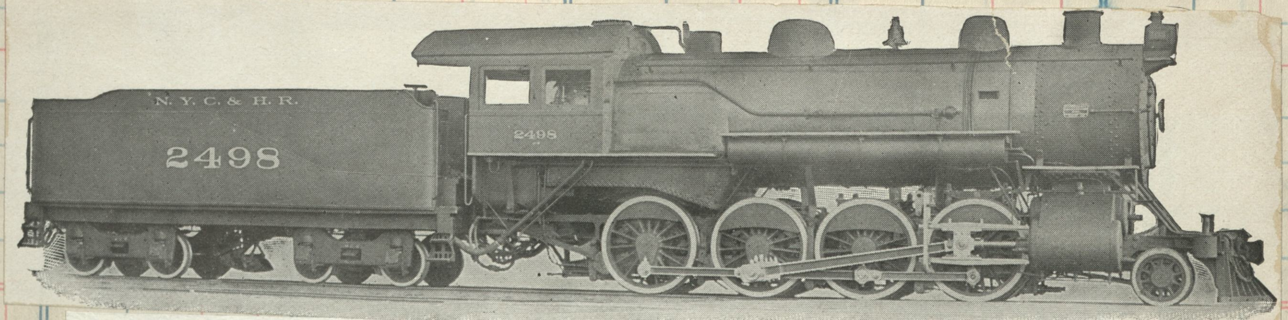
2-8-0



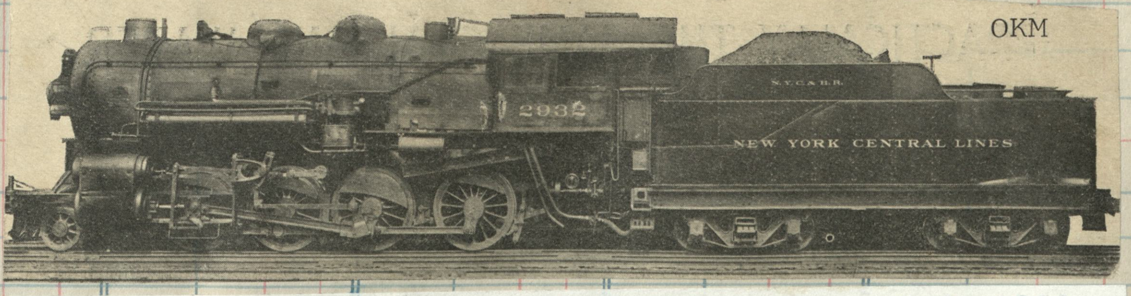
2302-2331 G-3 Schenectady 1901
#2306 c/n 6007


N.Y.C.&H.R.
699
NEW YORK CENTRAL LINES

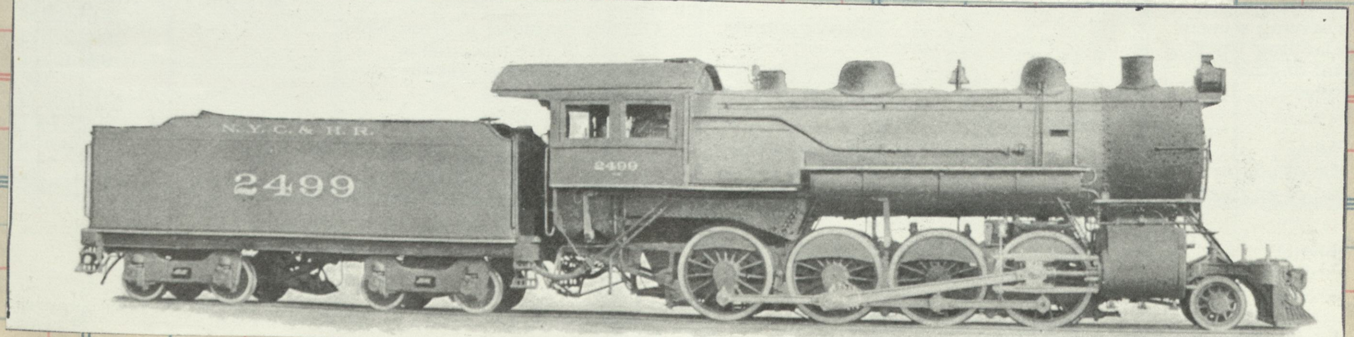
Stumpy 2-8-0 was originally G-5f 2749, Schenectady, May, 1905. Rebuilt for switching service, renumbered 699, G-10f, 1912. Rebuilt to H-5p 2-8-2, ~~No. 3935, Jan. 1917.~~ (Brooks) Renumbered 3722 in 1917, then 1248 in 1936, and finally 1380 in 1948. An impressive lineage. — *Alco photo*



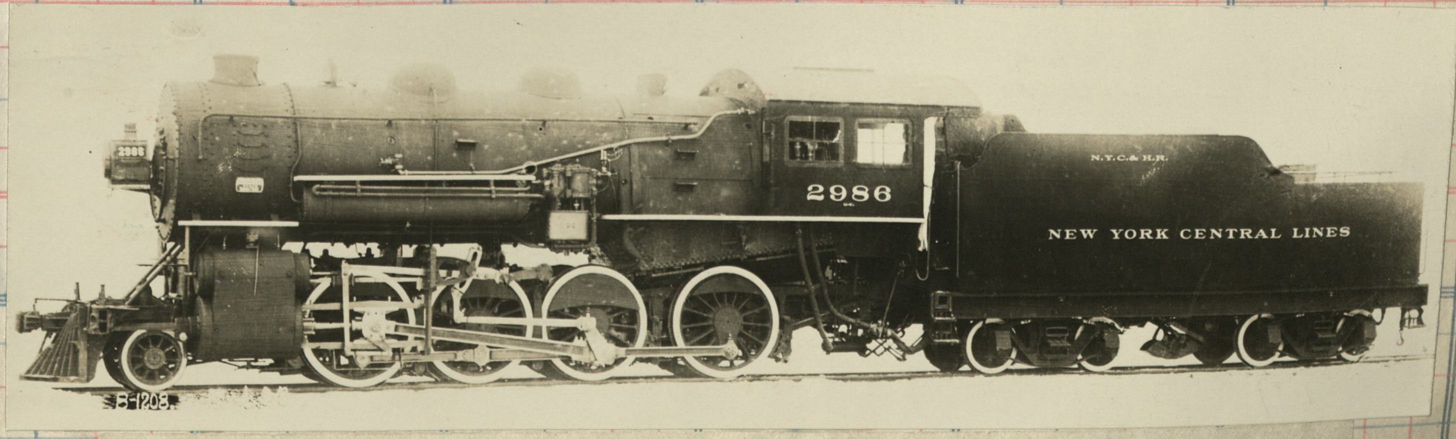
G-5 c/n 27871 Schenectady 1903. Rebuilt in 1912 by Brooks as H-5e 2-8-2 #3632


OKM
N.Y.C.&H.R.
2932
NEW YORK CENTRAL LINES

2927-2961 G-6f c/n 45190 Schenectady 1908

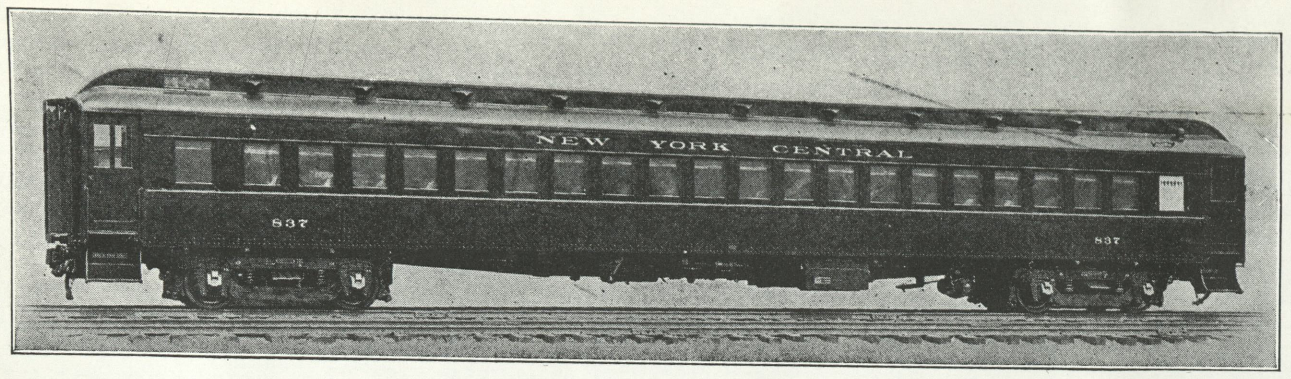


G-5 c/n 27872 Schenectady 1903. Rebuilt in 1912 by Brooks as H-5e 2-8-2 #3658


N.Y.C.&H.R.
2986
NEW YORK CENTRAL LINES
F-1208

G-6L (1 eng) c/n 47026 Brooks 1910

66



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RAILWAY CARS OF ALL TYPES

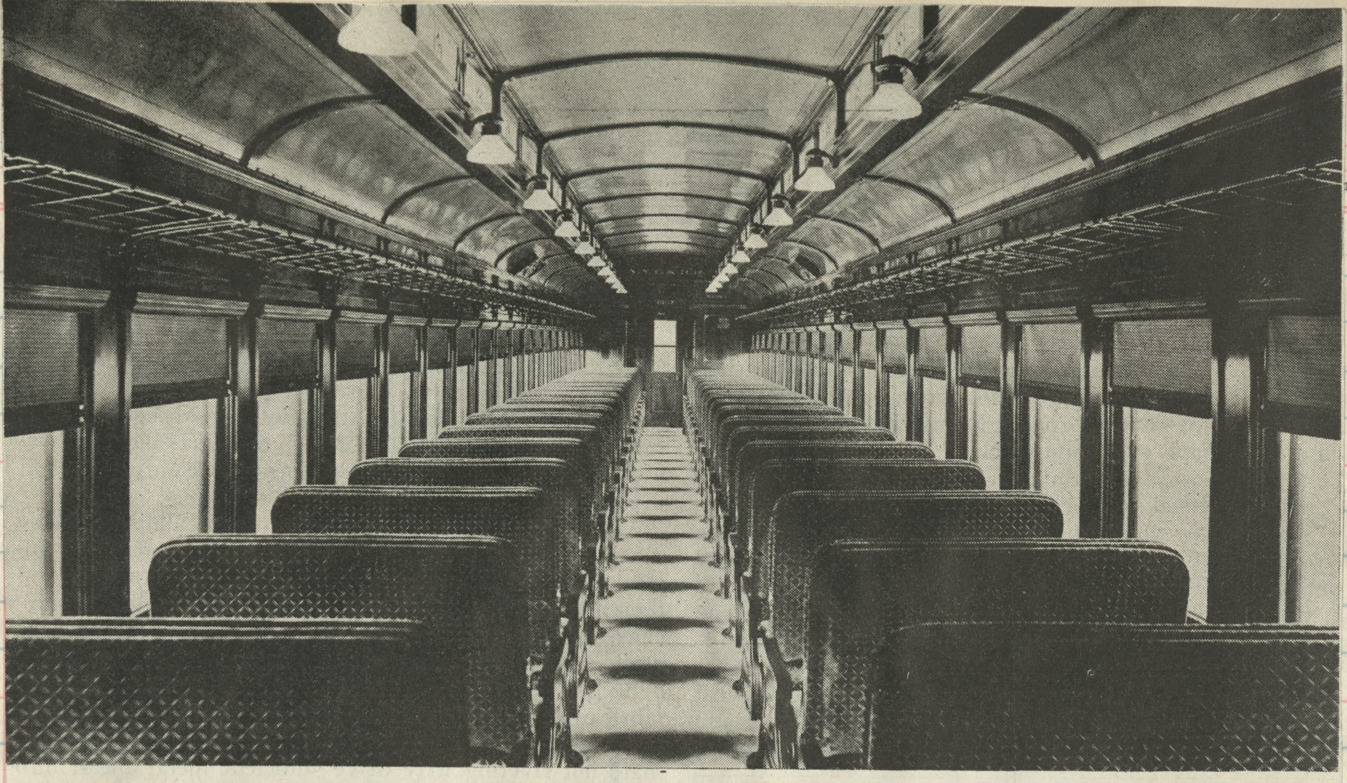
Complete Facilities for Repairing and Rebuilding Cars

PLANTS: McKEES ROCKS, PITTSBURGH (NORTH SIDE) AND KOPPEL, PA. AND HEGEWISCH, CHICAGO, ILL.

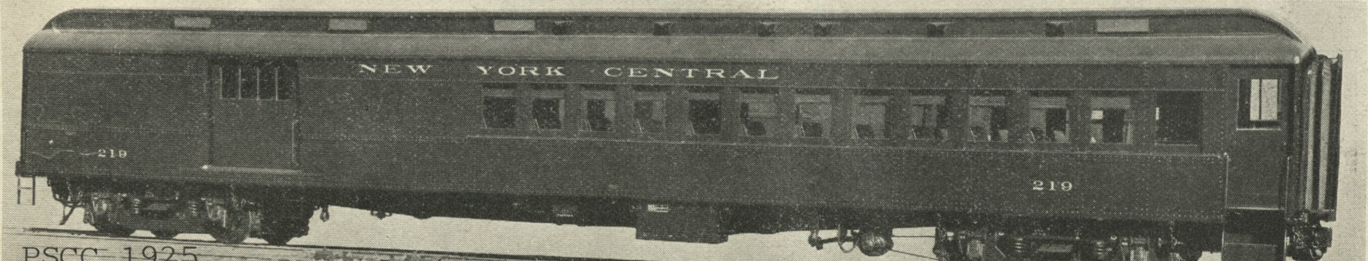
PRESSED STEEL CAR CO.

New York Pittsburgh Chicago St. Louis St. Paul

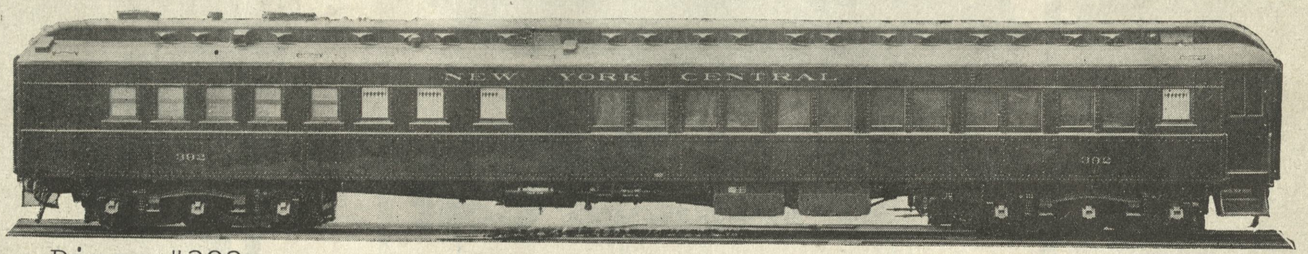
1925



New York Central Coach Built in the Late 1920's

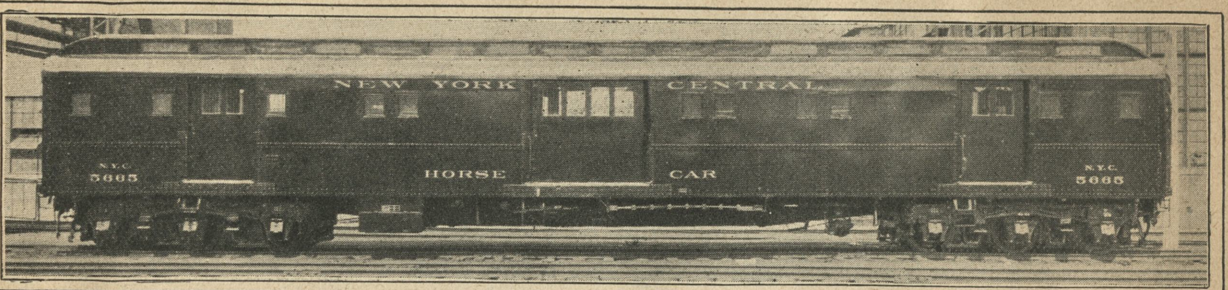


PSCC 1925

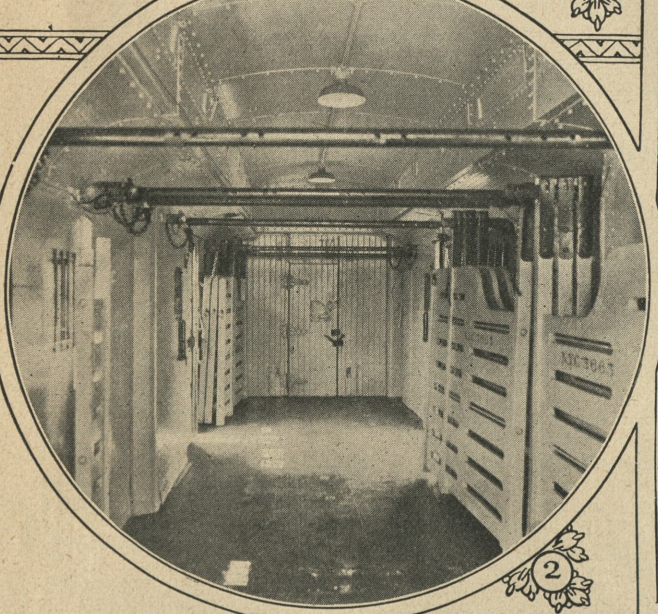


Diner #392 Pullman 1925

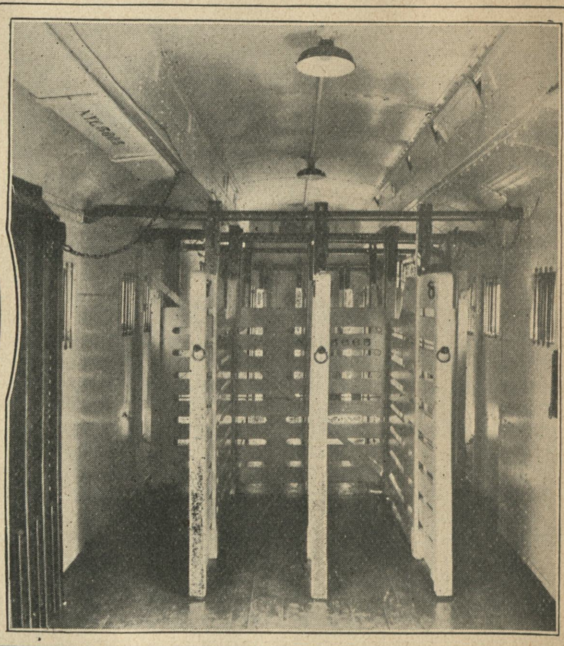
New York Central Lines Magazine for August, 1925 West Albany Shops 41



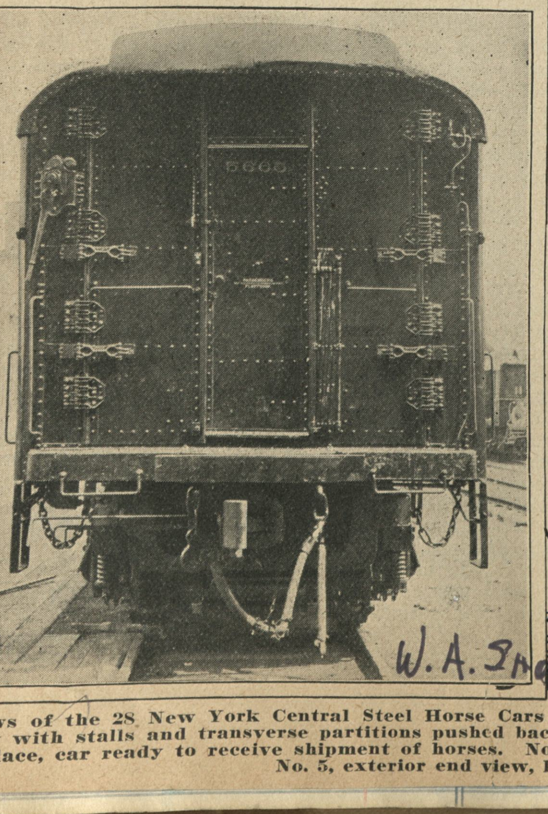
①



②

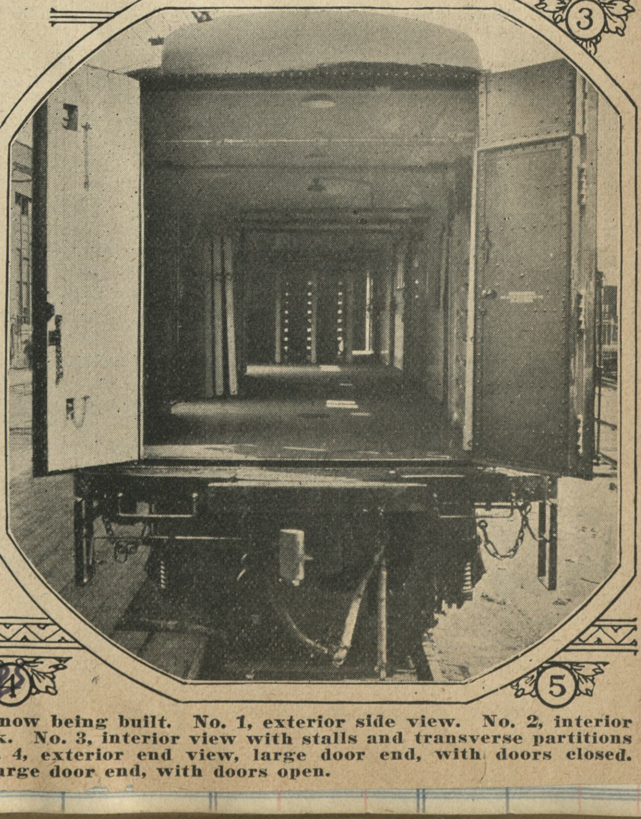


③



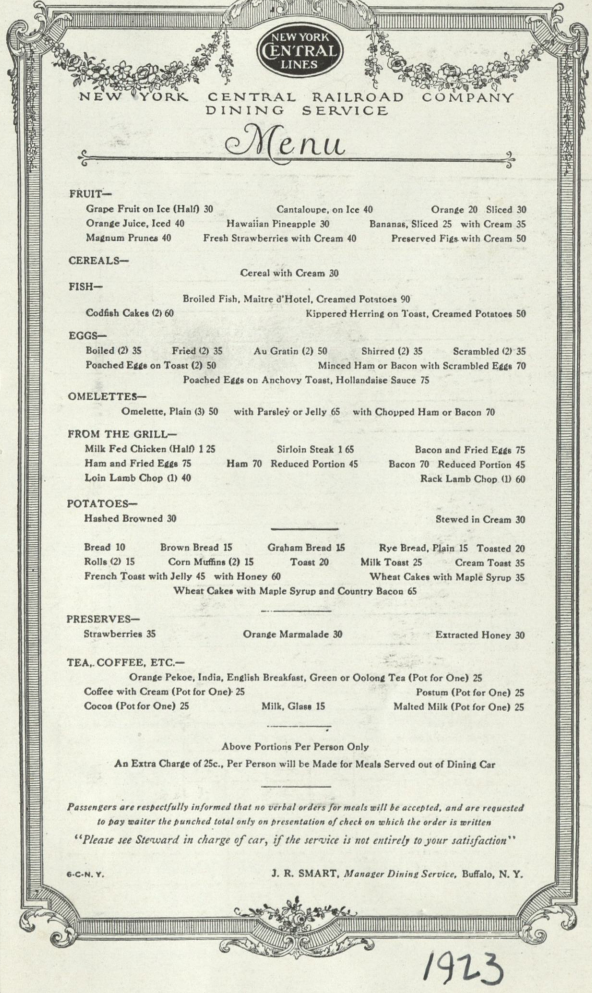
W.A. Shops

④



⑤

Views of the 28 New York Central Steel Horse Cars now being built. No. 1, exterior side view. No. 2, interior view with stalls and transverse partitions pushed back. No. 3, interior view with stalls and transverse partitions in place, car ready to receive shipment of horses. No. 4, exterior end view, large door end, with doors closed. No. 5, exterior end view, large door end, with doors open.



NEW YORK CENTRAL LINES

NEW YORK CENTRAL RAILROAD COMPANY
DINING SERVICE

Menu

FRUIT—
Grape Fruit on Ice (Half) 30 Cantaloupe, on Ice 40 Orange 20 Sliced 30
Orange Juice, Iced 40 Hawaiian Pineapple 30 Bananas, Sliced 25 with Cream 35
Magnum Prunes 40 Fresh Strawberries with Cream 40 Preserved Figs with Cream 50

CEREALS—
Cereal with Cream 30

FISH—
Broiled Fish, Maitre d'Hotel, Creamed Potatoes 90
Codfish Cakes (2) 60 Kippered Herring on Toast, Creamed Potatoes 50

EGGS—
Boiled (2) 35 Fried (2) 35 Au Gratin (2) 50 Shirred (2) 35 Scrambled (2) 35
Poached Eggs on Toast (2) 50 Minced Ham or Bacon with Scrambled Eggs 70
Poached Eggs on Anchovy Toast, Hollandaise Sauce 75

OMELETTES—
Omelette, Plain (3) 50 with Parsley or Jelly 65 with Chopped Ham or Bacon 70

FROM THE GRILL—
Milk Fed Chicken (Half) 1 25 Sirloin Steak 1 65 Bacon and Fried Eggs 75
Ham and Fried Eggs 75 Ham 70 Reduced Portion 45 Bacon 70 Reduced Portion 45
Loin Lamb Chop (1) 40 Rack Lamb Chop (1) 60

POTATOES—
Hashed Browned 30 Stewed in Cream 30

Bread 10 Brown Bread 15 Graham Bread 15 Rye Bread, Plain 15 Toasted 20
Rolls (2) 15 Corn Muffins (2) 15 Toast 20 Milk Toast 25 Cream Toast 35
French Toast with Jelly 45 with Honey 60 Wheat Cakes with Maple Syrup 35
Wheat Cakes with Maple Syrup and Country Bacon 65

PRESERVES—
Strawberries 35 Orange Marmalade 30 Extracted Honey 30

TEA, COFFEE, ETC.—
Orange Pekoe, India, English Breakfast, Green or Oolong Tea (Pot for One) 25
Coffee with Cream (Pot for One) 25 Postum (Pot for One) 25
Cocoa (Pot for One) 25 Milk, Glass 15 Malted Milk (Pot for One) 25

Above Portions Per Person Only
An Extra Charge of 25c., Per Person will be Made for Meals Served out of Dining Car

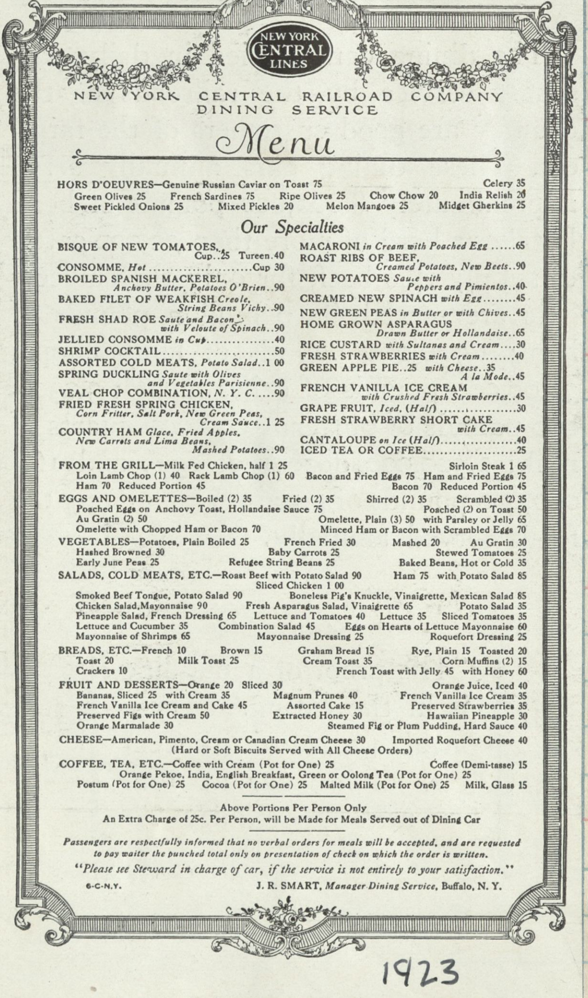
Passengers are respectfully informed that no verbal orders for meals will be accepted, and are requested to pay waiter the punched total only on presentation of check on which the order is written

"Please see Steward in charge of car, if the service is not entirely to your satisfaction"

6-C-N. Y. J. R. SMART, *Manager Dining Service*, Buffalo, N. Y.

1923

A sample breakfast Menu



NEW YORK CENTRAL LINES

NEW YORK CENTRAL RAILROAD COMPANY
DINING SERVICE

Menu

HORS D'OEUVRES—Genuine Russian Caviar on Toast 75 Celery 35
Green Olives 25 French Sardines 75 Ripe Olives 25 Chow Chow 20 India Relish 20
Sweet Pickled Onions 25 Mixed Pickles 20 Melon Mangoes 25 Midget Gherkins 25

Our Specialties

BISQUE OF NEW TOMATOES, Cup..25 Tureen.40
CONSOMME, *Hot*........Cup 30
BROILED SPANISH MACKEREL, *Anchovy Butter, Potatoes O'Brien*..90
BAKED FILET OF WEAKFISH *Creole, String Beans Vichy*..90
FRESH SHAD ROE *Saute and Bacon with Veloute of Spinach*..90
JELLIED CONSOMME *in Cup*........40
SHRIMP COCKTAIL........50
ASSORTED COLD MEATS, *Potato Salad*..1 00
SPRING DUCKLING *Saute with Olives and Vegetables Parisienne*..90
VEAL CHOP COMBINATION, *N. Y. C.*....90
FRIED FRESH SPRING CHICKEN, *Corn Fritter, Salt Pork, New Green Peas, Cream Sauce*..1 25
COUNTRY HAM *Glace, Fried Apples, New Carrots and Lima Beans, Mashed Potatoes*..90
MACARONI *in Cream with Poached Egg*......65
ROAST RIBS OF BEEF, *Creamed Potatoes, New Beets*..90
NEW POTATOES *Sauce with Peppers and Pimientos*..40
CREAMED NEW SPINACH *with Egg*........45
NEW GREEN PEAS *in Butter or with Chives*..45
HOME GROWN ASPARAGUS *Drawn Butter or Hollandaise*..65
RICE CUSTARD *with Sultanas and Cream*....30
FRESH STRAWBERRIES *with Cream*........40
GREEN APPLE PIE..25 *with Cheese*..35 *A la Mode*..45
FRENCH VANILLA ICE CREAM *with Crushed Fresh Strawberries*..45
GRAPE FRUIT, *Iced*, (*Half*)........30
FRESH STRAWBERRY SHORT CAKE *with Cream*..45
CANTALOUPE *on Ice* (*Half*)........40
ICED TEA OR COFFEE........25

FROM THE GRILL—Milk Fed Chicken, half 1 25 Sirloin Steak 1 65
Loin Lamb Chop (1) 40 Rack Lamb Chop (1) 60 Bacon and Fried Eggs 75 Ham and Fried Eggs 75
Ham 70 Reduced Portion 45 Bacon 70 Reduced Portion 45
EGGS AND OMELETTES—Boiled (2) 35 Fried (2) 35 Shirred (2) 35 Scrambled (2) 35
Poached Eggs on Anchovy Toast, Hollandaise Sauce 75 Poached (2) on Toast 50
Au Gratin (2) 50 Omelette, Plain (3) 50 with Parsley or Jelly 65
Omelette with Chopped Ham or Bacon 70 Minced Ham or Bacon with Scrambled Eggs 70
VEGETABLES—Potatoes, Plain Boiled 25 French Fried 30 Mashed 20 Au Gratin 30
Hashed Browned 30 Baby Carrots 25 Stewed Tomatoes 25
Early June Peas 25 Refugee String Beans 25 Baked Beans, Hot or Cold 35
SALADS, COLD MEATS, ETC.—Roast Beef with Potato Salad 90 Ham 75 with Potato Salad 85
Sliced Chicken 1 00
Smoked Beef Tongue, Potato Salad 90 Boneless Pig's Knuckle, Vinaigrette, Mexican Salad 85
Chicken Salad, Mayonnaise 90 Fresh Asparagus Salad, Vinaigrette 65 Potato Salad 35
Pineapple Salad, French Dressing 65 Lettuce and Tomatoes 40 Lettuce 35 Sliced Tomatoes 35
Lettuce and Cucumber 35 Combination Salad 45 Eggs on Hearts of Lettuce Mayonnaise 60
Mayonnaise of Shrimps 65 Mayonnaise Dressing 25 Roquefort Dressing 25
BREADS, ETC.—French 10 Brown 15 Graham Bread 15 Rye, Plain 15 Toasted 20
Toast 20 Milk Toast 25 Cream Toast 35 Corn Muffins (2) 15
Crackers 10 French Toast with Jelly 45 with Honey 60
FRUIT AND DESSERTS—Orange 20 Sliced 30 Orange Juice, Iced 40
Bananas, Sliced 25 with Cream 35 Magnum Prunes 40 French Vanilla Ice Cream 35
French Vanilla Ice Cream and Cake 45 Assorted Cake 15 Preserved Strawberries 35
Preserved Figs with Cream 50 Extracted Honey 30 Hawaiian Pineapple 30
Orange Marmalade 30 Steamed Fig or Plum Pudding, Hard Sauce 40
CHEESE—American, Pimento, Cream or Canadian Cream Cheese 30 Imported Roquefort Cheese 40
(Hard or Soft Biscuits Served with All Cheese Orders)
COFFEE, TEA, ETC.—Coffee with Cream (Pot for One) 25 Coffee (Demi-tasse) 15
Orange Pekoe, India, English Breakfast, Green or Oolong Tea (Pot for One) 25
Postum (Pot for One) 25 Cocoa (Pot for One) 25 Malted Milk (Pot for One) 25 Milk, Glass 15

Above Portions Per Person Only
An Extra Charge of 25c. Per Person, will be Made for Meals Served out of Dining Car

Passengers are respectfully informed that no verbal orders for meals will be accepted, and are requested to pay waiter the punched total only on presentation of check on which the order is written.

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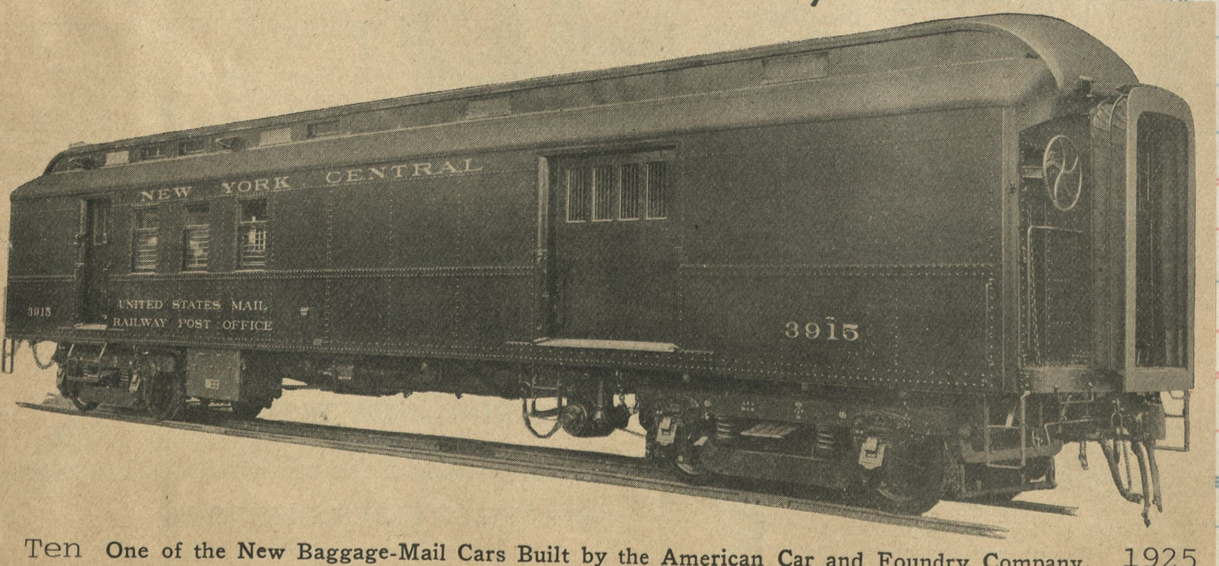
6-C-N.Y. J. R. SMART, *Manager Dining Service*, Buffalo, N. Y.

1923

A sample luncheon or dinner Menu

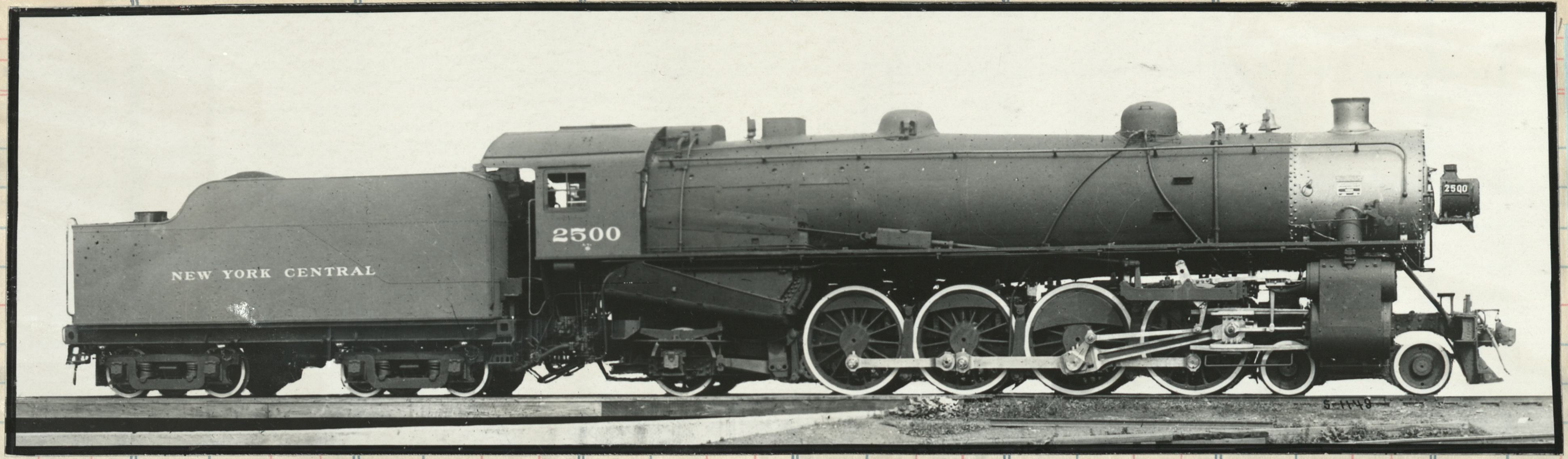


Ten One of the New Baggage-Mail Cars Built by the American Car and Foundry Company. 1925

4-8-2 Type.

L-1a	2500-2529	Schen	1916
L-1b	2530-2584	Schen	1917-18
L-1c	2585-2639	LIMA	1918
L-1d	2640-2684	LIMA	1918
L-2a	2700	Schen	1925
L-2a	2701-2799	Schen	1926
L-2b	6200-6224	Schen	1929
L-2c	2800-2899	Schen	1929
L-2d	6225-6249	Schen	1929
L-2d	2450-2499	Schen	1929-30
L-3a	3000-3024	Schen	1940
L-3b	3025-3034	Schen	1940-41
L-3b	3035-3049	LIMA	1940-41
L-3c	3050-3064	Schen	1942
L-4a	3100-3124	LIMA	1942-43
L-4b	3125-3149	LIMA	1943-44

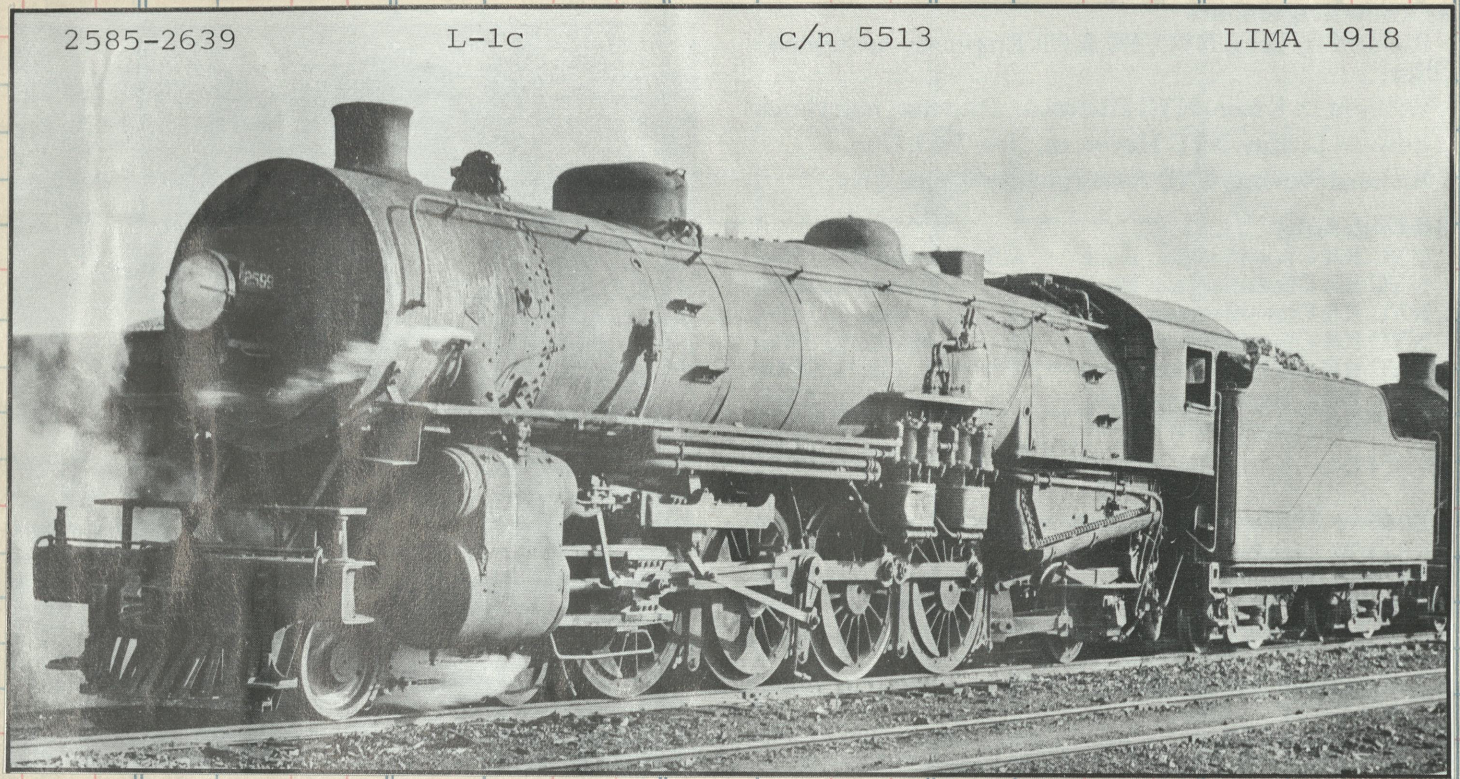
Total..600 engines!

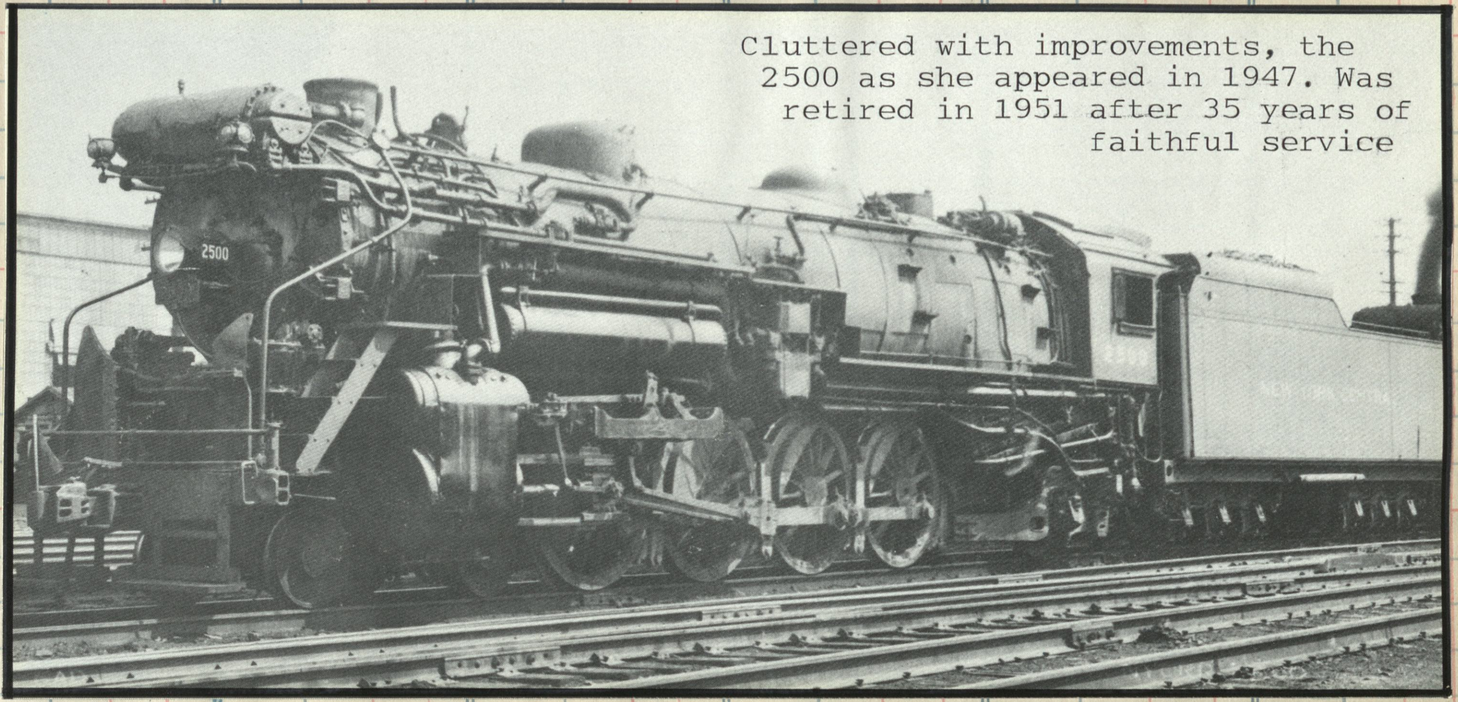


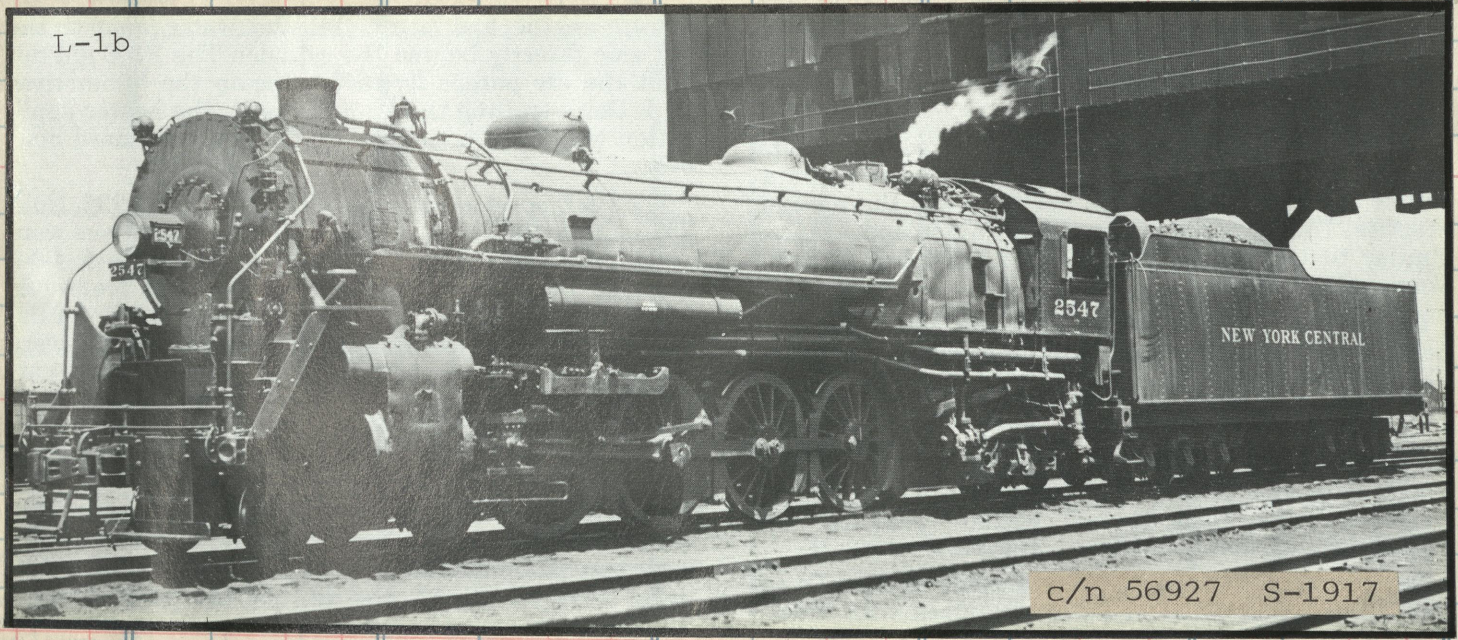
THE FIRST OF A NOBLE BREED

The initial engine of what proved to be the largest fleet of the 4-8-2 type on any railroad in the Western Hemisphere.

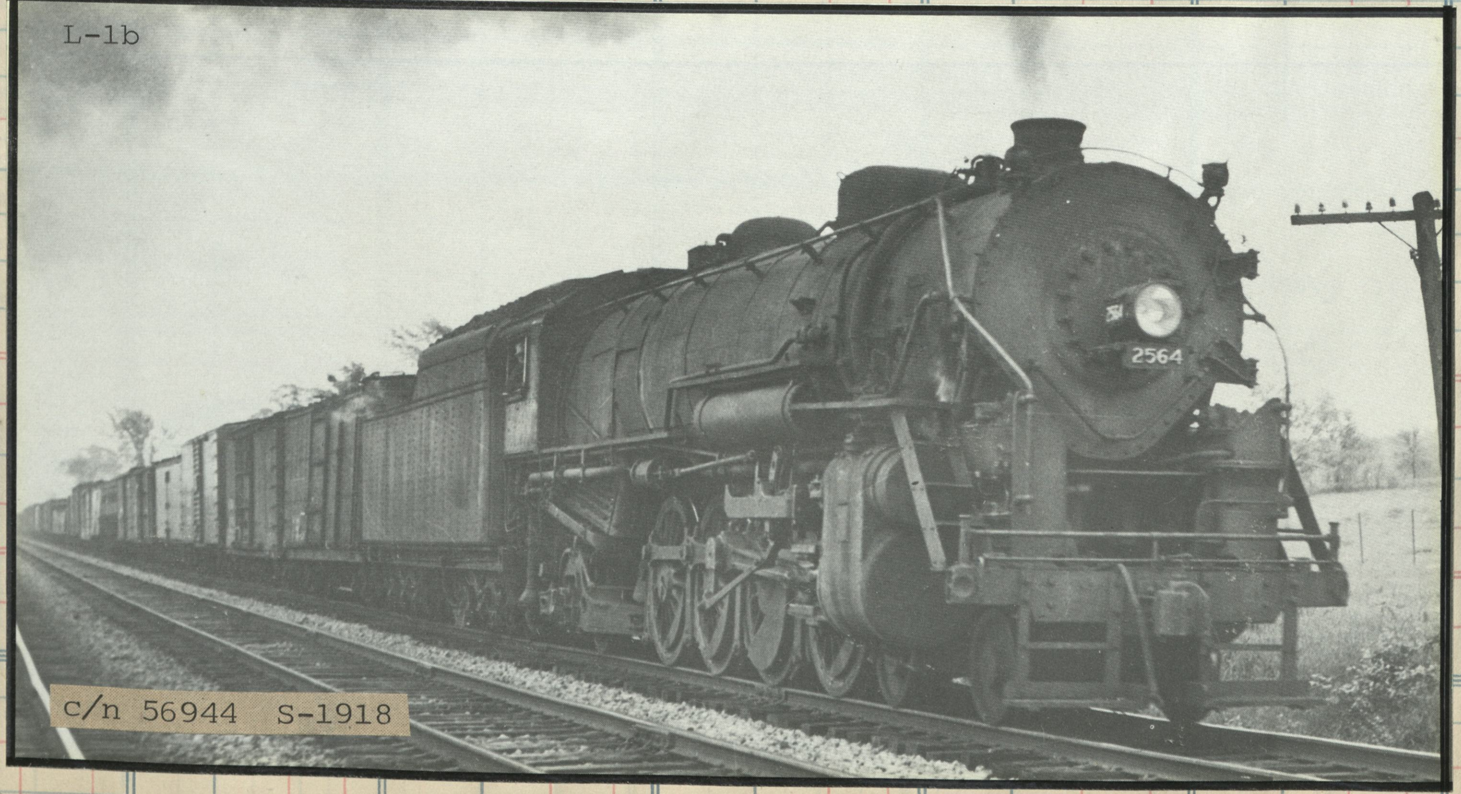
2500
L-1a
c/n 56000
Schenectady 1916


2585-2639 L-1c c/n 5513 LIMA 1918

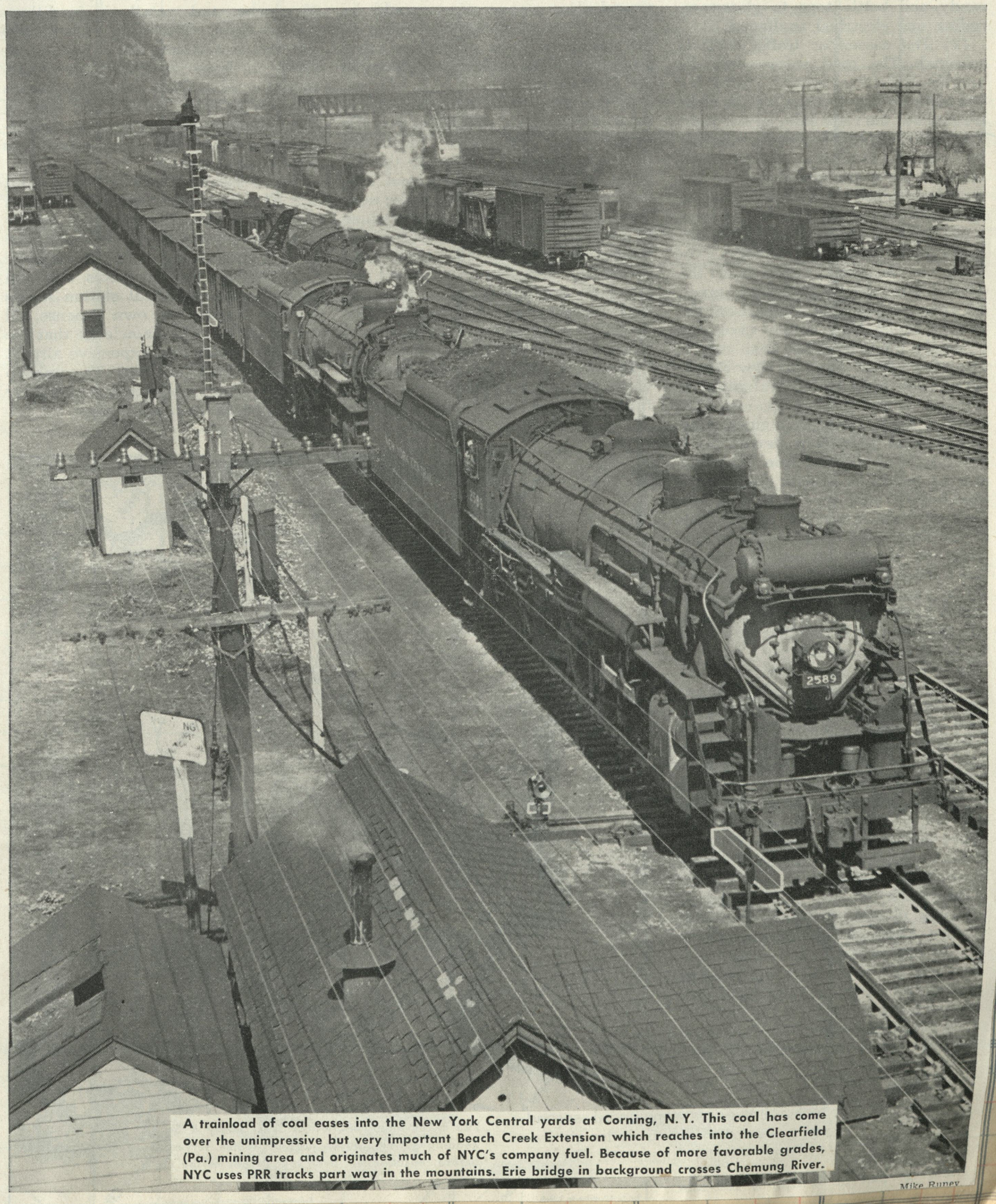

Cluttered with improvements, the 2500 as she appeared in 1947. Was retired in 1951 after 35 years of faithful service


L-1b

c/n 56927 S-1917


L-1b

c/n 56944 S-1918

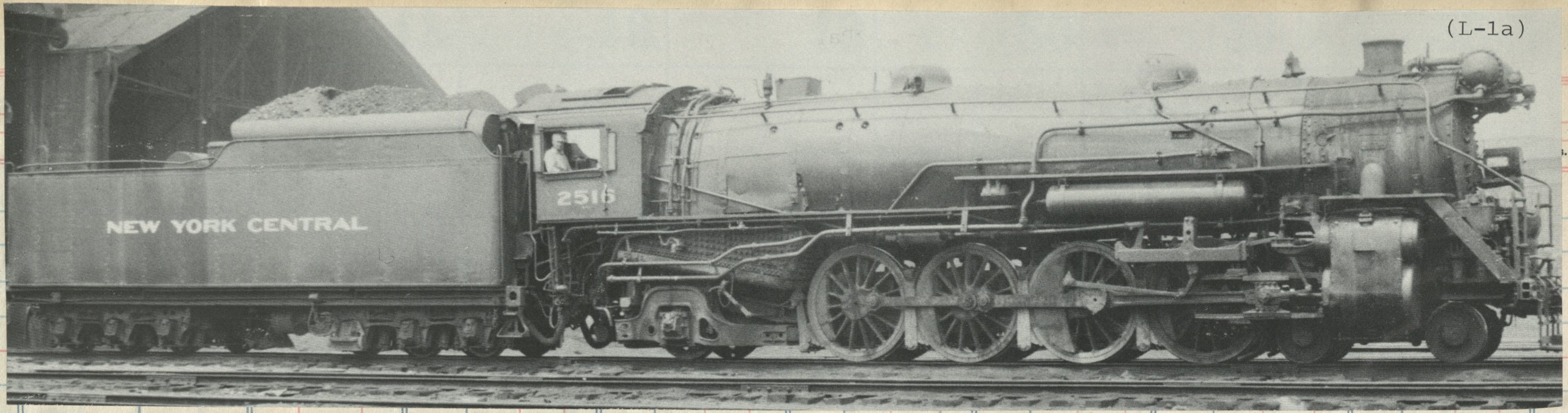

A trainload of coal eases into the New York Central yards at Corning, N. Y. This coal has come over the unimpressive but very important Beach Creek Extension which reaches into the Clearfield (Pa.) mining area and originates much of NYC's company fuel. Because of more favorable grades, NYC uses PRR tracks part way in the mountains. Erie bridge in background crosses Chemung River.

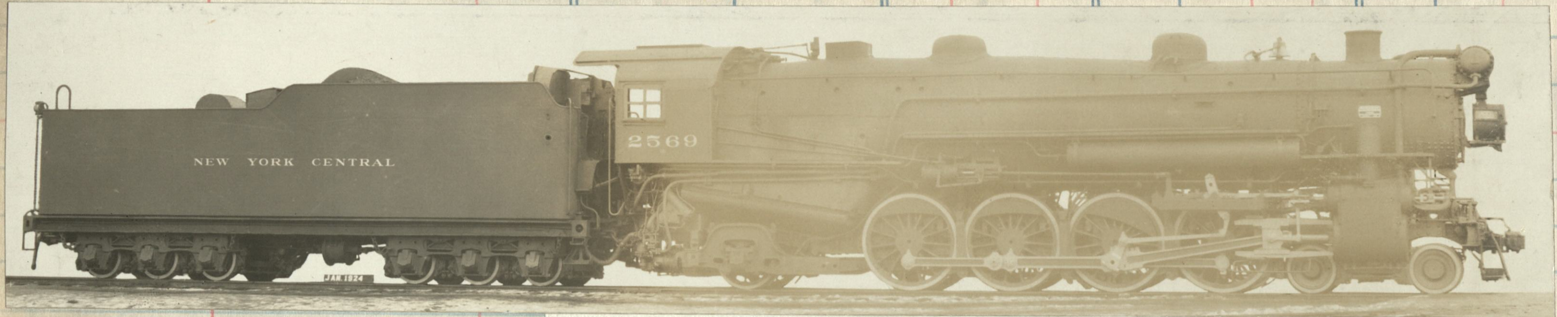
Mike Runey

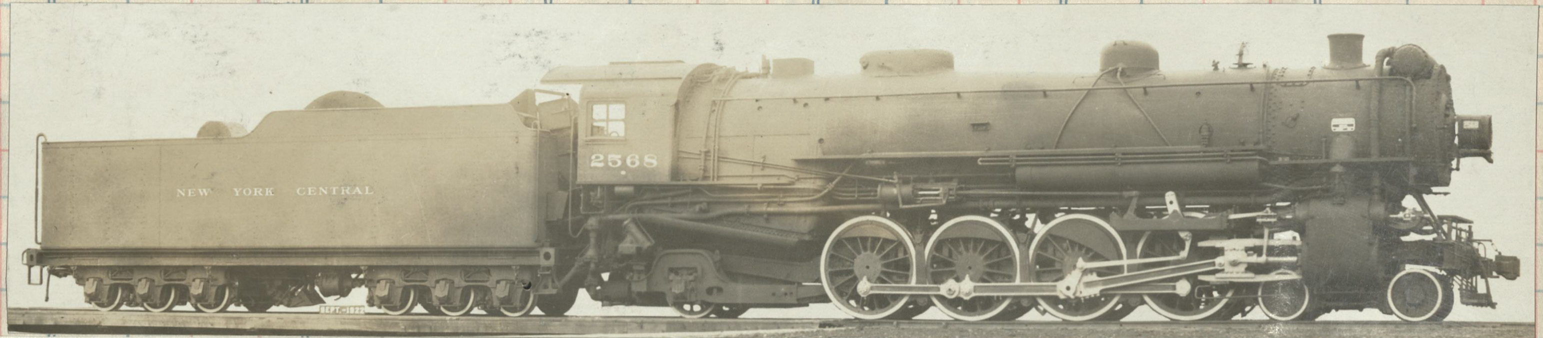
SELLER
DATE
FORM DESTINATION Amt.

. No. Sold Amount Clos. No. Sold Amount

(L-1a)

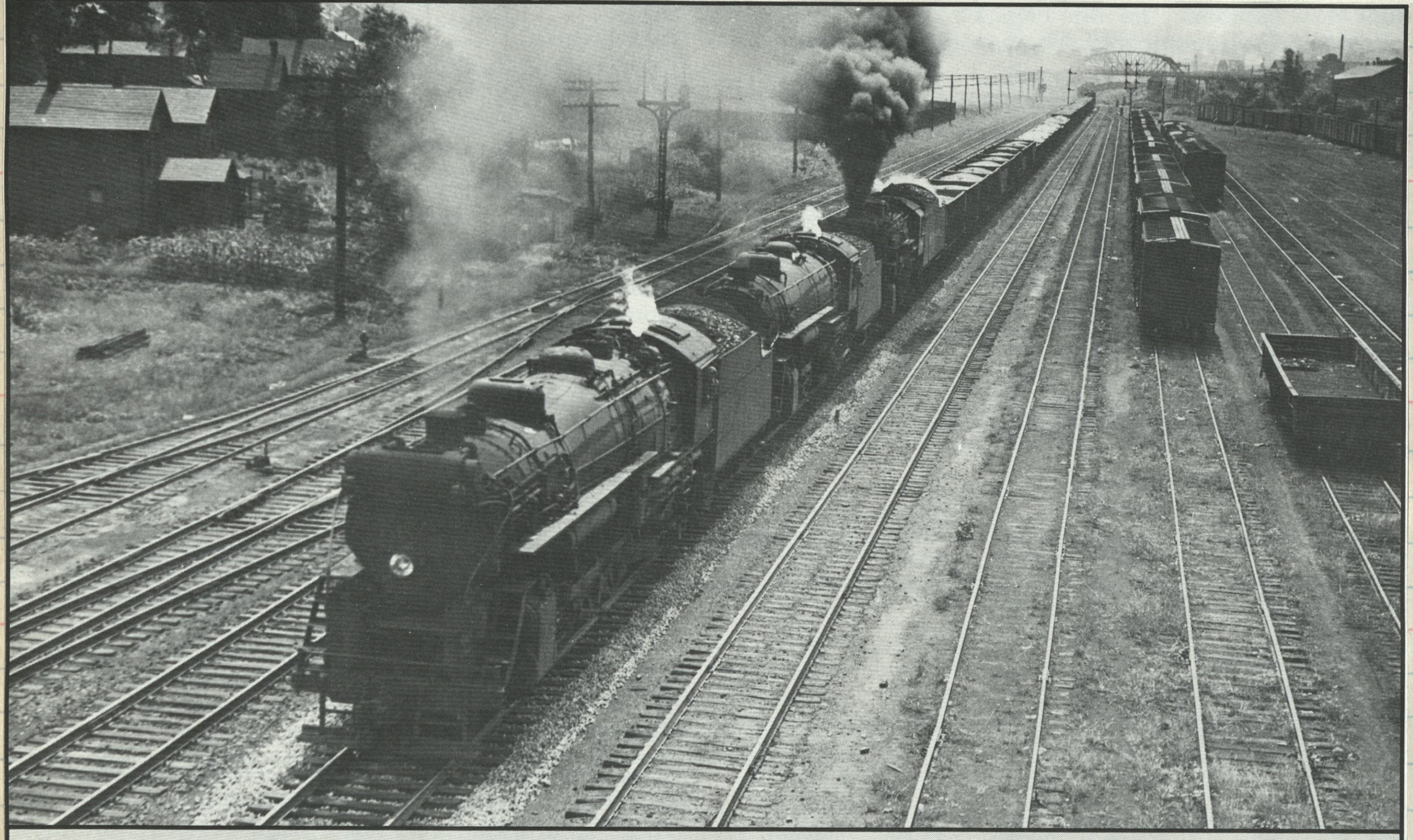

NEW YORK CENTRAL
2516


NEW YORK CENTRAL
2569

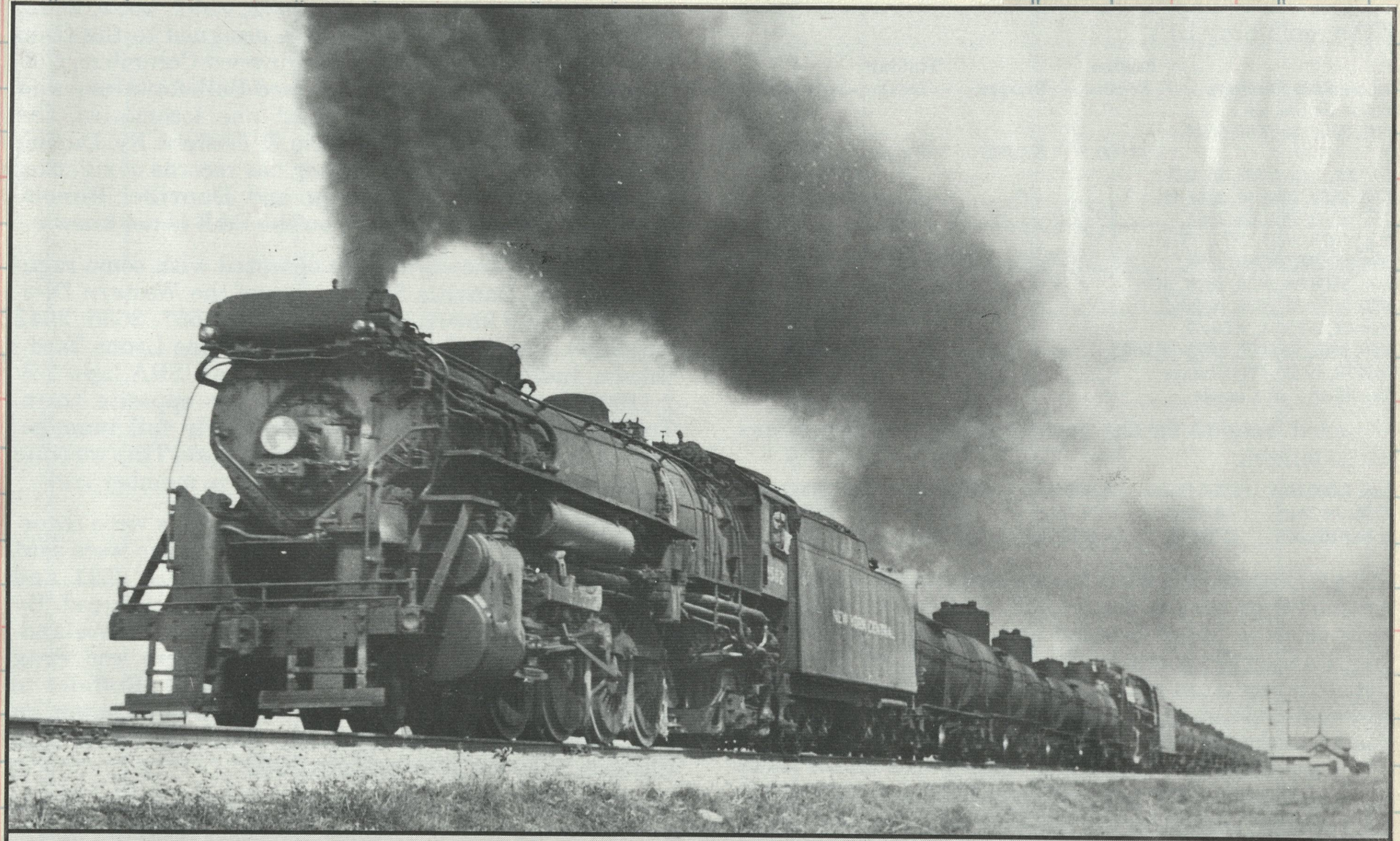

NEW YORK CENTRAL
2568

In the early Twenties the American Locomotive Co was expounding on the merits of three cylinder power. However, the N.Y.C. Mechanical Dept always insisted on running exhaustive tests and two L-1b's, 2568 and 2569, were fitted with 3 cyls. Results were that no additional conversions were made on the N.Y.C.

1927 ✓



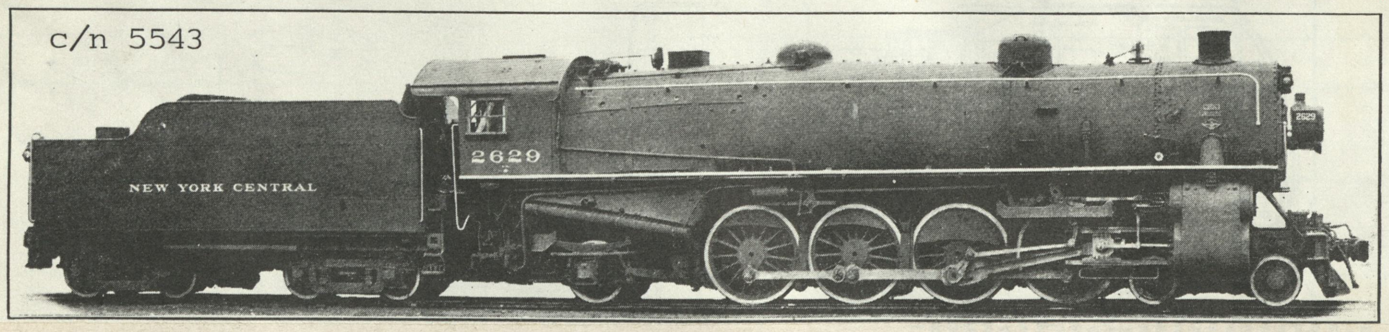
Class L1b 2572 leads class L1b 2561 and class H10a 2174 on a northbound coal train at Youngstown, Ohio on September 4, 1942. NYCS photo by Ed Nowak, Curl collection.



Class L1b 2562 westbound at Osborn, Ohio on October 1, 1942. Back in the train is a new Baldwin 2-8-4 being delivered to the L.&N. Photo by Paul Slager, Curl collection.

c/n 56942

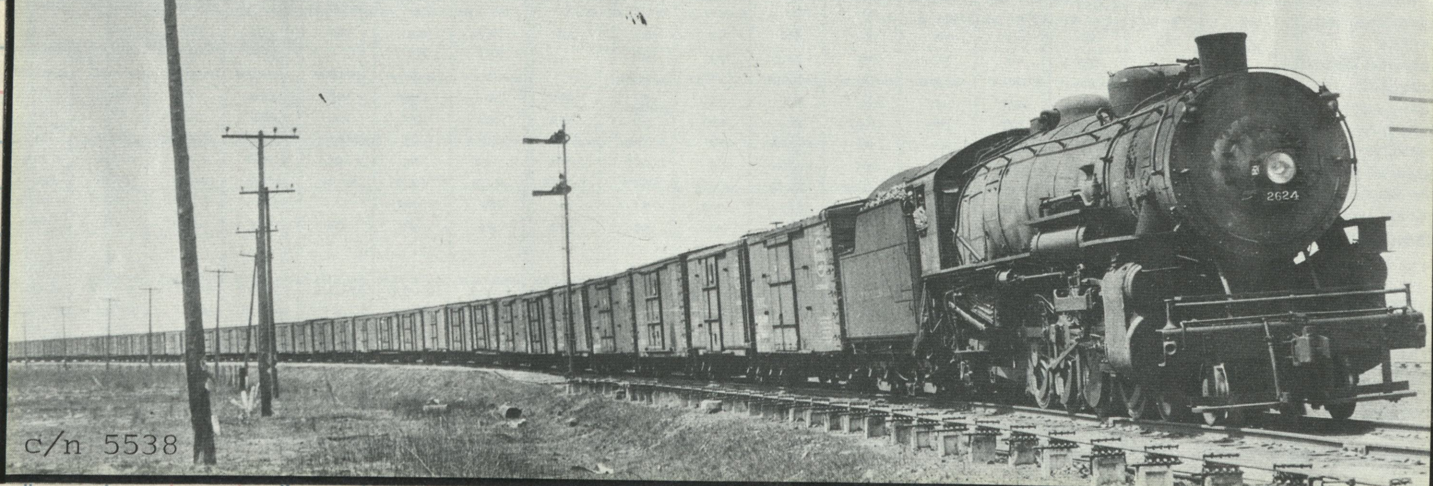
c/n 5543


NEW YORK CENTRAL
2629

2585-2639 Class L-1c LIMA 1918

Gage	4 ft. 8½ in.	Heating Surface, Tubes	4,110 sq. ft.
Cylinders	28 in. x 28 in.	Heating Surface, Firebox	320 sq. ft.
Steam Pressure	190 lbs.	Heating Surface, Total	4,430 sq. ft.
Diam. of Drivers	69 in.	Heating Surface, Superheater	1.212 sq. ft.
Tractive Effort	51,400 lbs.	Grate Area	66.8 sq. ft.
Rigid Wheel Base	18 ft.	Weight on Drivers	235,500 lbs.
Driving Wheel Base	18 ft.	Weight, Total	343,000 lbs.
Total Wheel Base	38 ft. 11 in.	Fuel	Soft coal

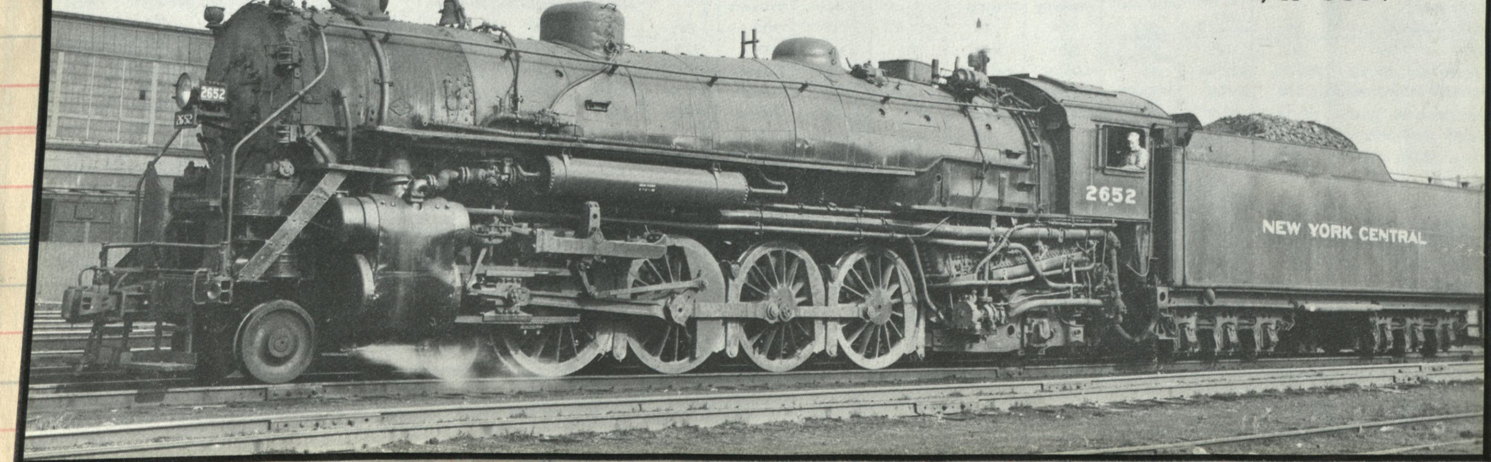
L-1c 2624 with a string of matched cars near South Bend 1928



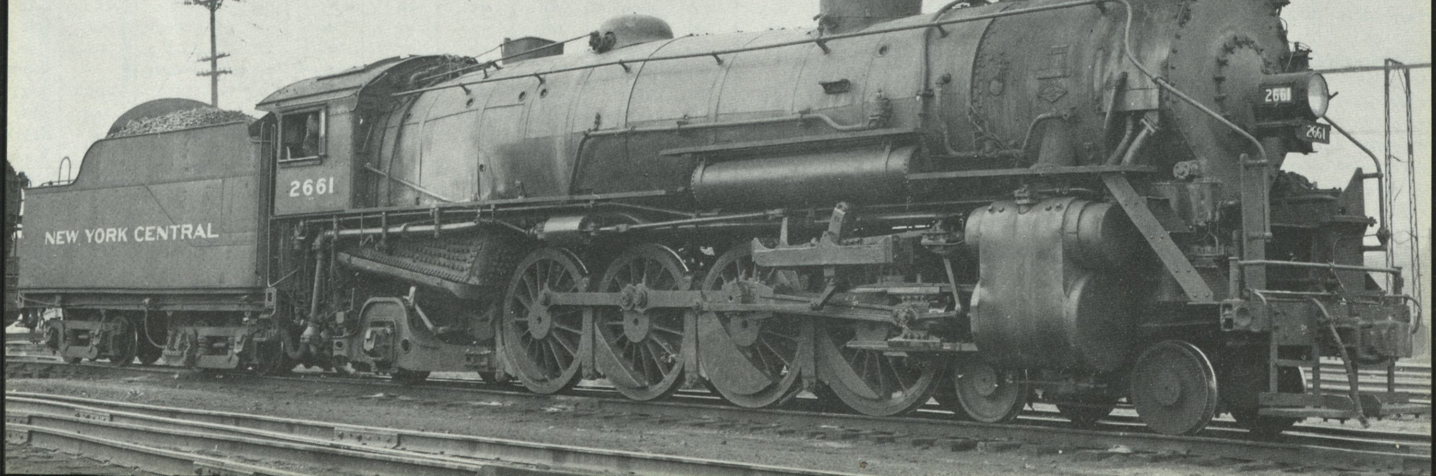
c/n 5538

2640-2684 Class L-1d LIMA 1918

c/n 5597

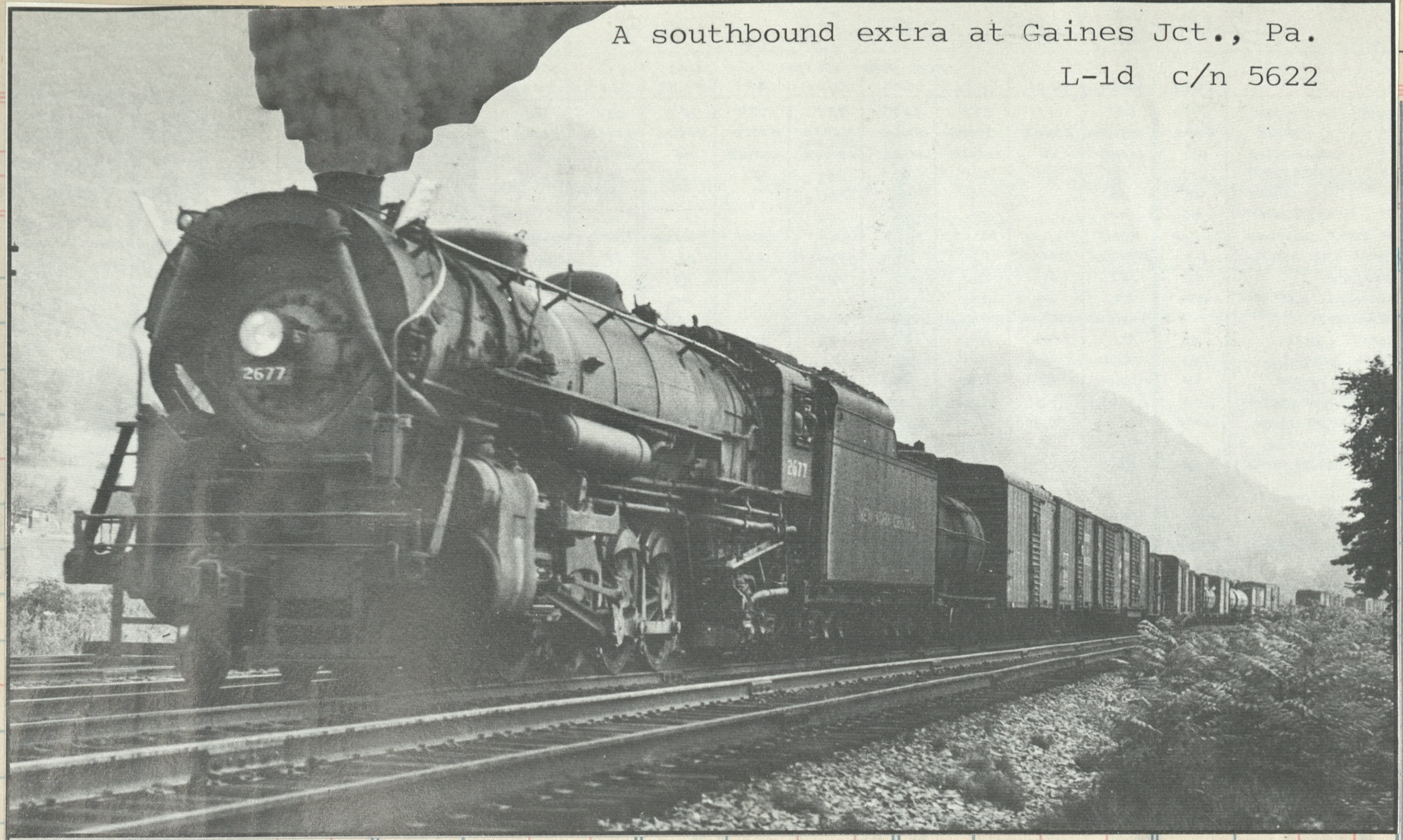

2652
2652
NEW YORK CENTRAL

L-1d
c/n 5606

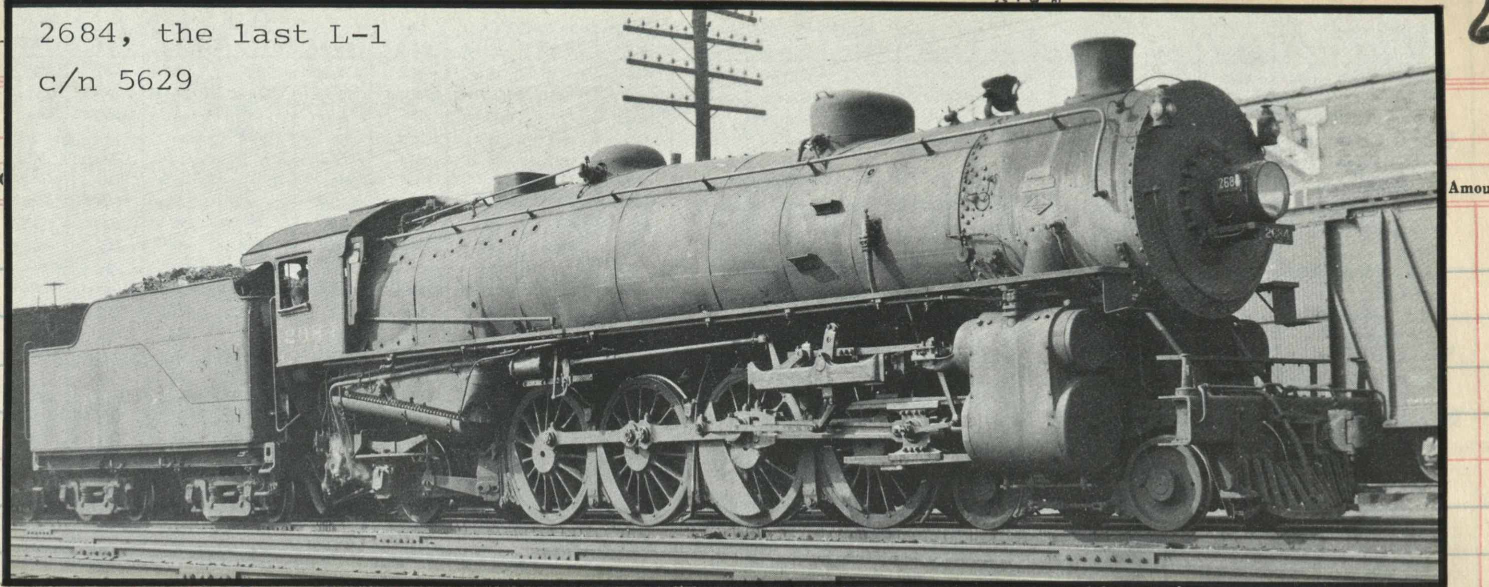

2661
2661
NEW YORK CENTRAL

Clos. No. Sold

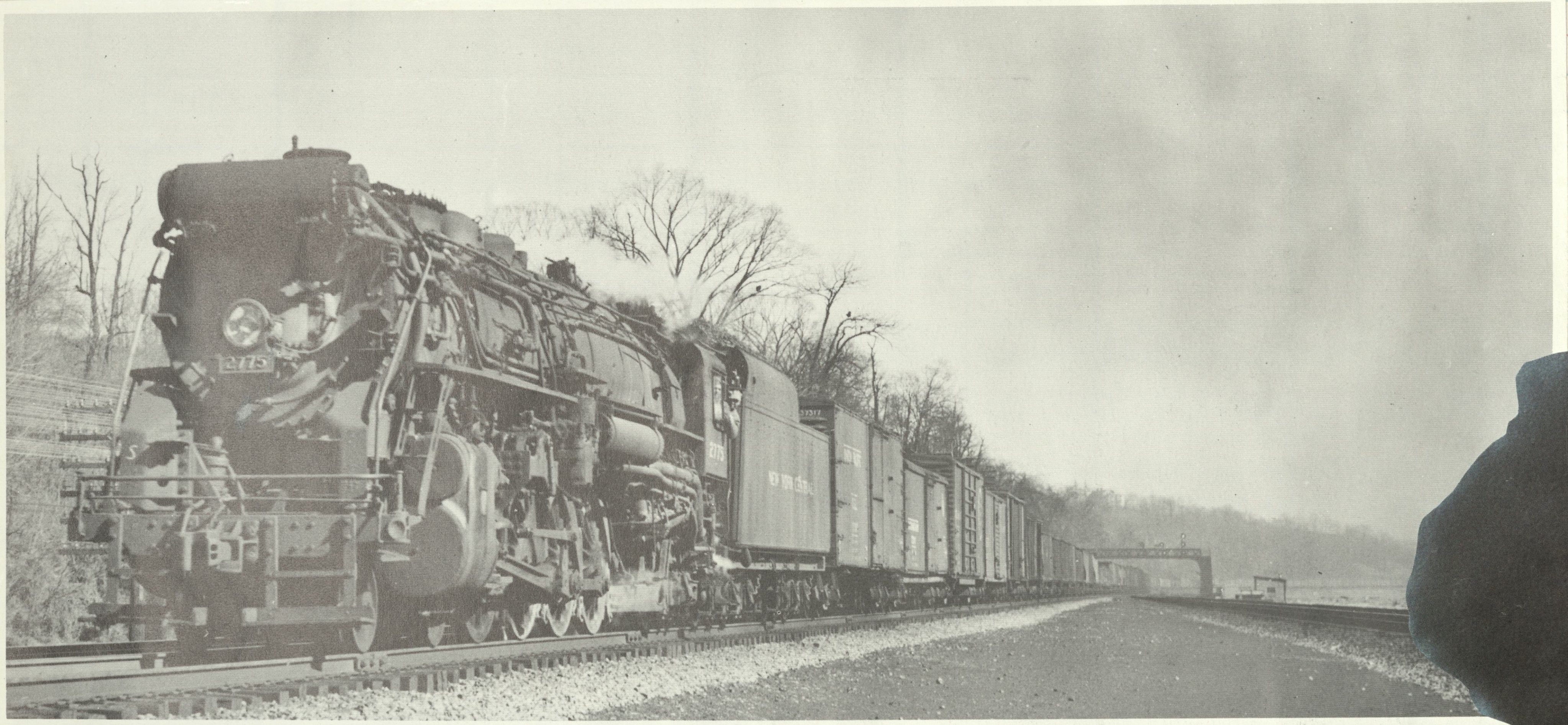
Amount



A southbound extra at Gaines Jct., Pa.
L-1d c/n 5622

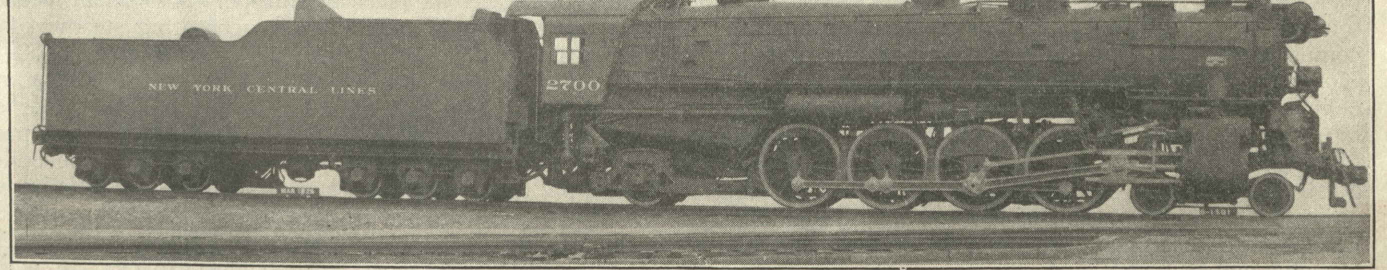


2684, the last L-1
c/n 5629



No. 2775 – Class L-2a, 4-8-2, with a tractive force of 60,000 pounds, has 120 freight cars rolling westbound at Oscawana, New York. Because of the relatively easy contour of the "Water Level Route", doublehe was seldom necessary as on many other railroads. This scene is typical of New York Central operations. (Photo: Ed May)

L-2a
c/n 66281

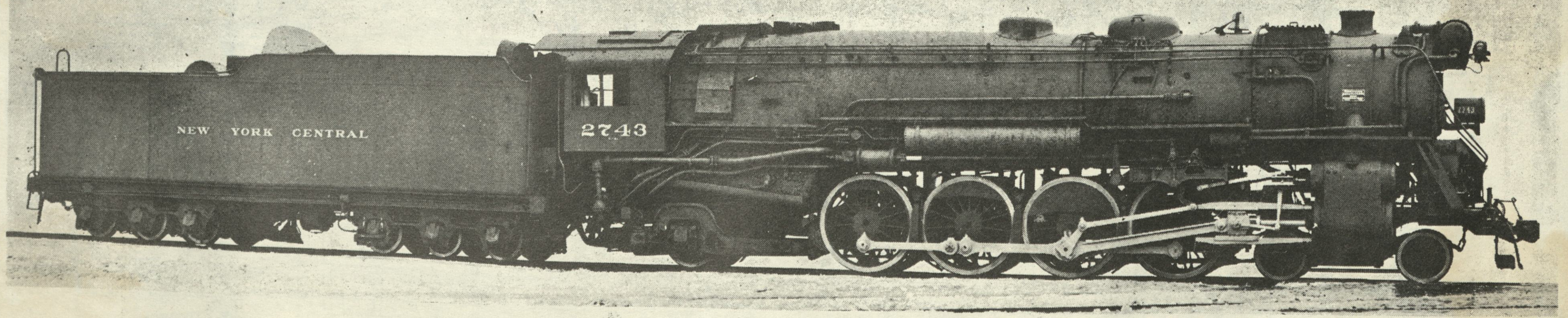


A Powerful New 4-8-2 Type Locomotive Built in 1925—Boiler Pressure, 225 lb.; Driving Wheel Diameter, 69 in.; Tractive Force, including the Booster, 72,700 lb.

2701-2799

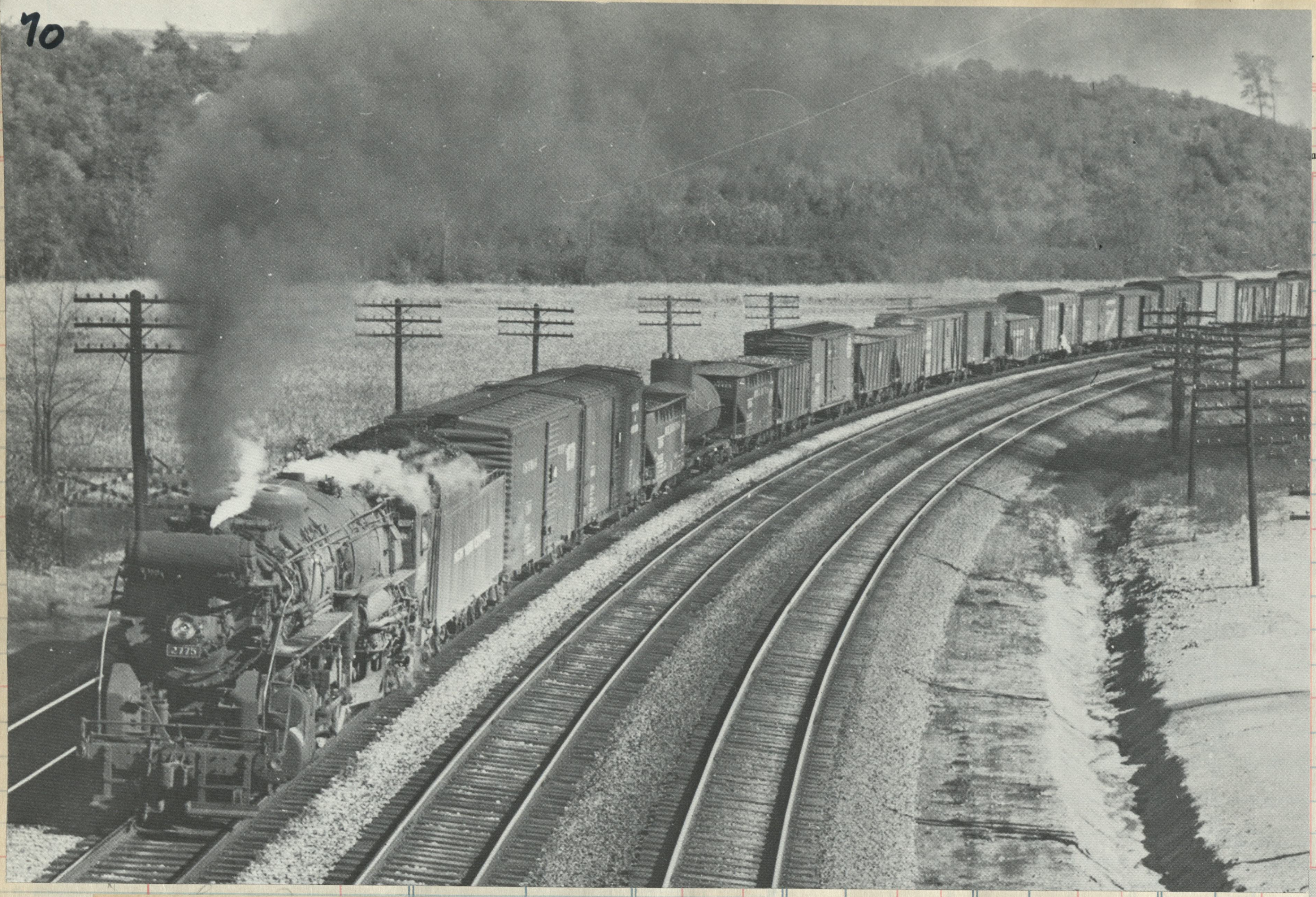
c/n 66620

Schenectady 1926

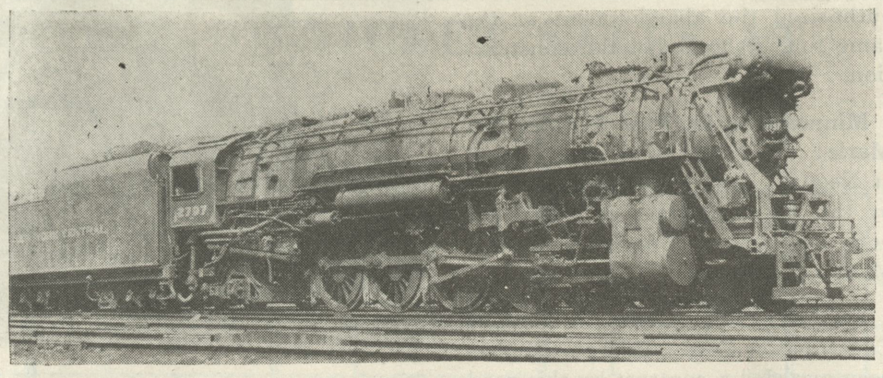


New York Central freight locomotive No. 2743, Class L-2a, equipped with trailer booster. Built by the American Locomotive Company, Schenectady Works, in March 1926.

70



Wheeling tonnage on the Syracuse Division between Lyons and Newark



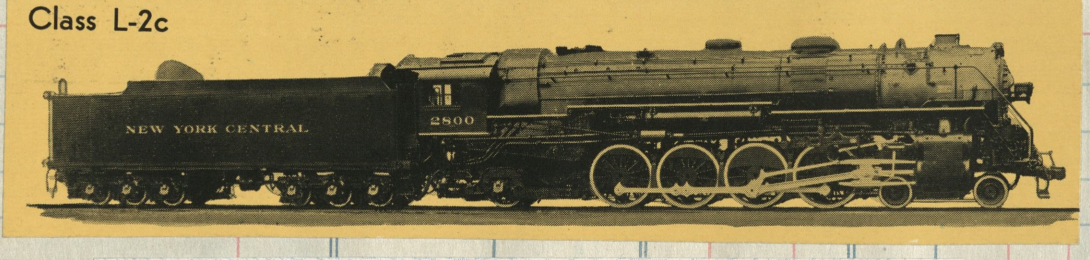
David G. Edwards

NEW YORK CENTRAL'S FREIGHT ENGINE 2797 AT EAST BUFFALO, N.Y.

Sold Amount Cls. No. Sold Amount

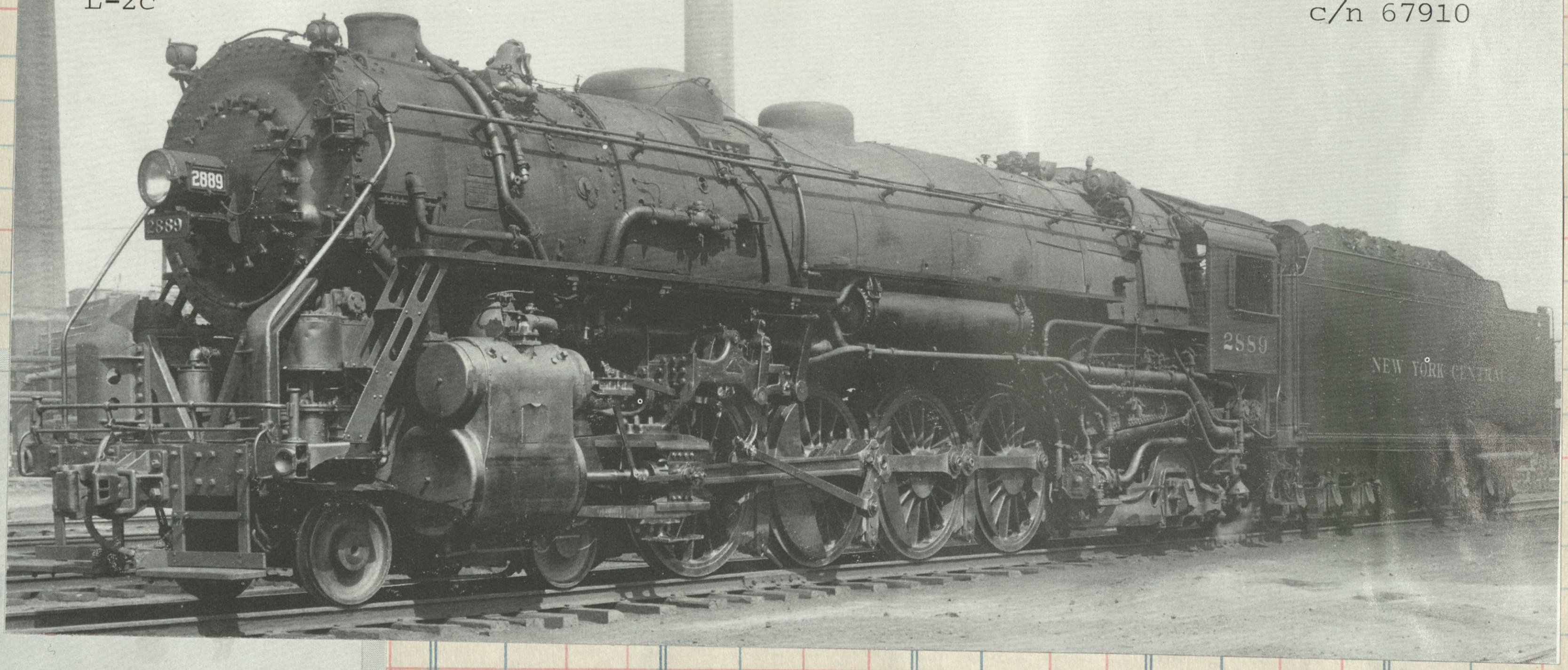
The 2751 waits for her next assignment at Harmon Feb 1941 Mck Foto

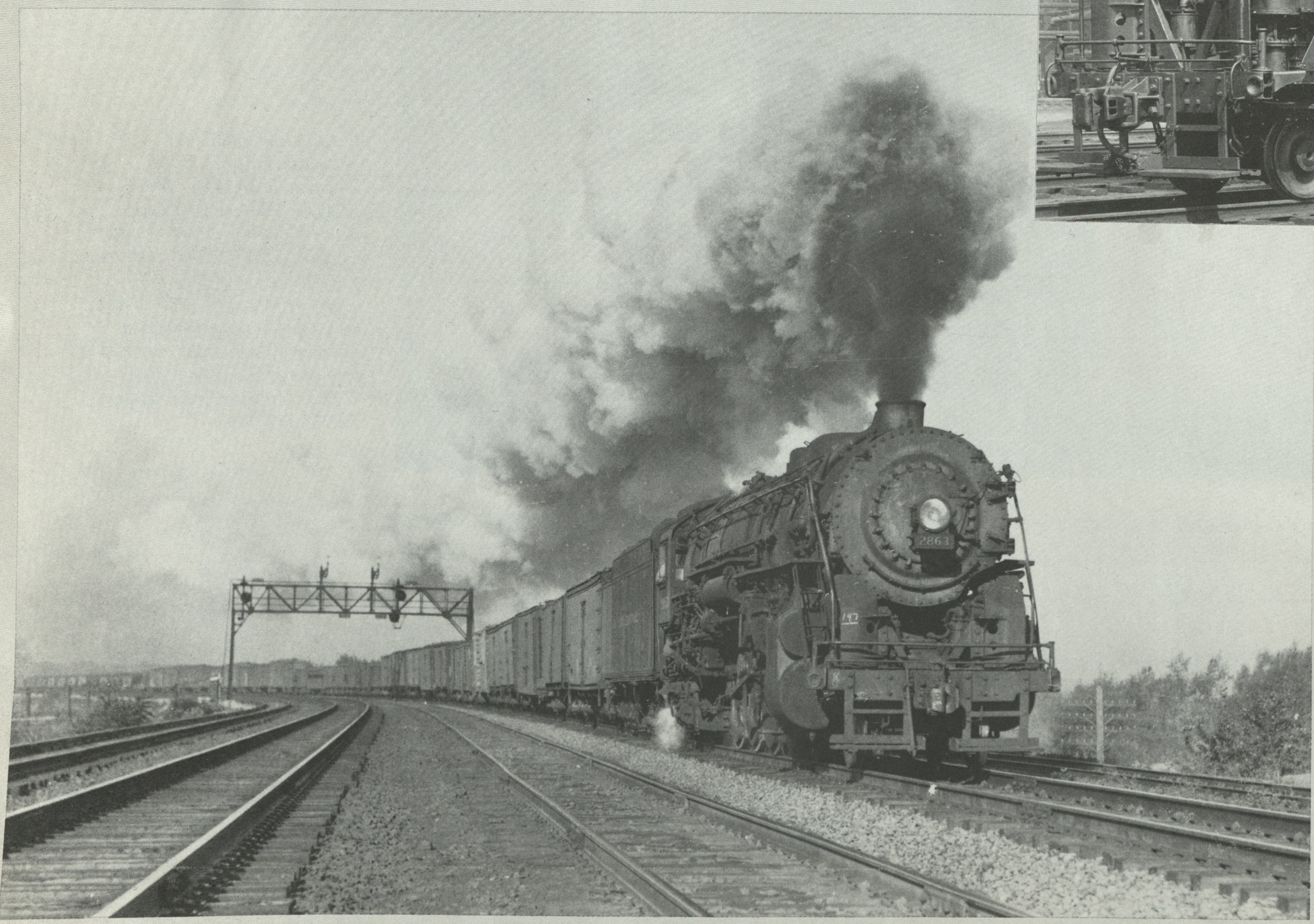
Class L-2c


NEW YORK CENTRAL
2800

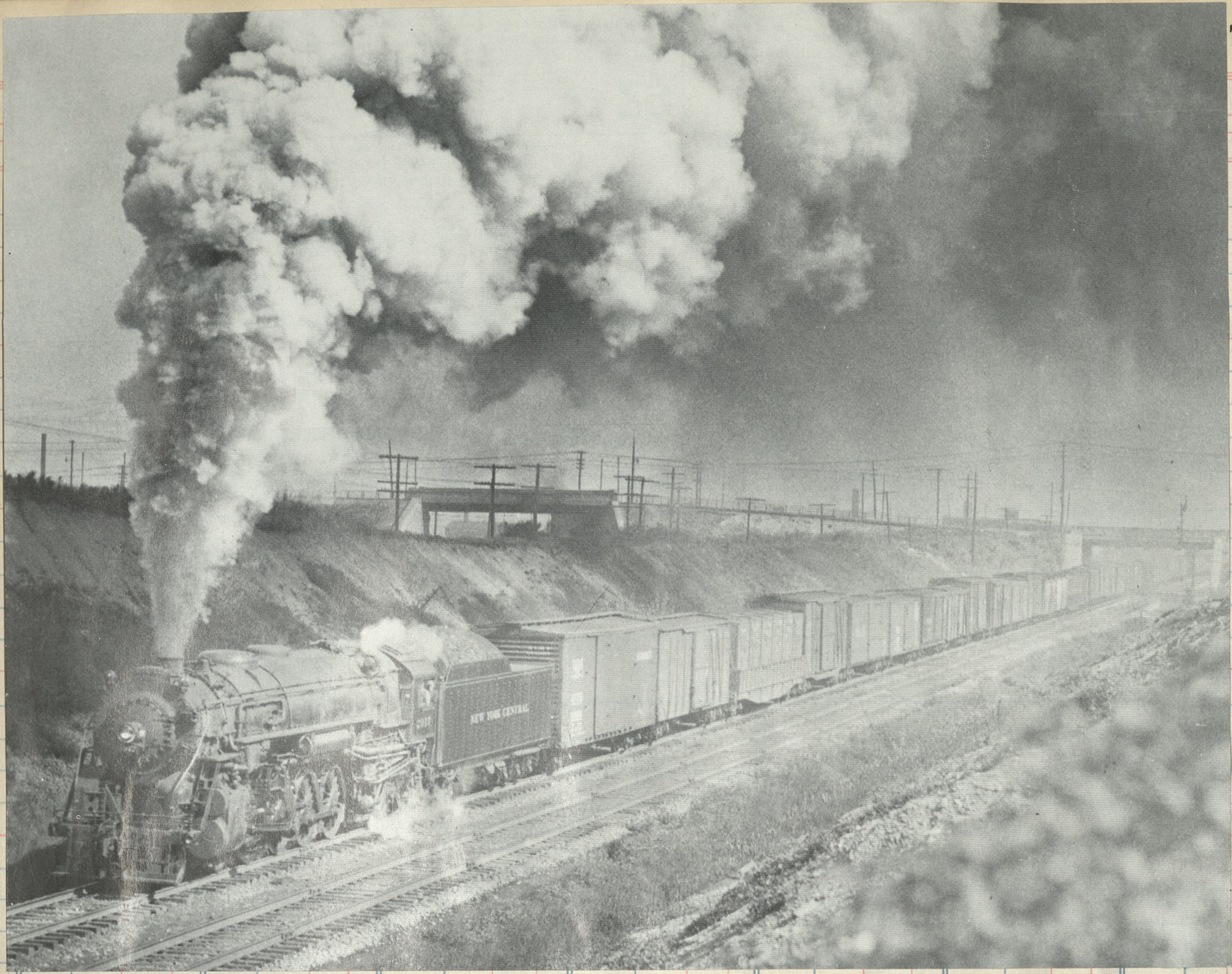
2800-2899 c/n 67821 Schenectady 1929

L-2c c/n 67910

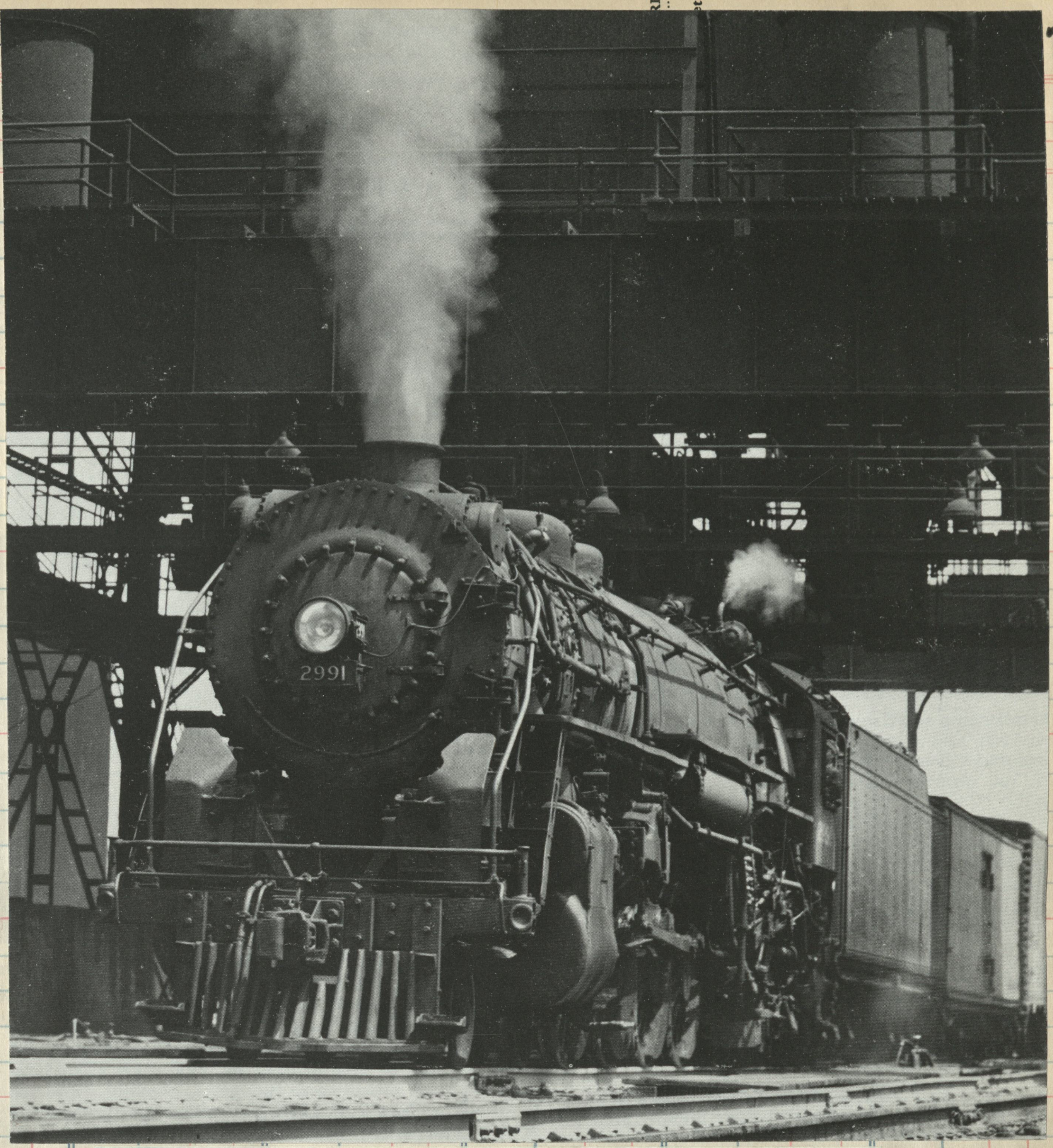

2889
NEW YORK CENTRAL



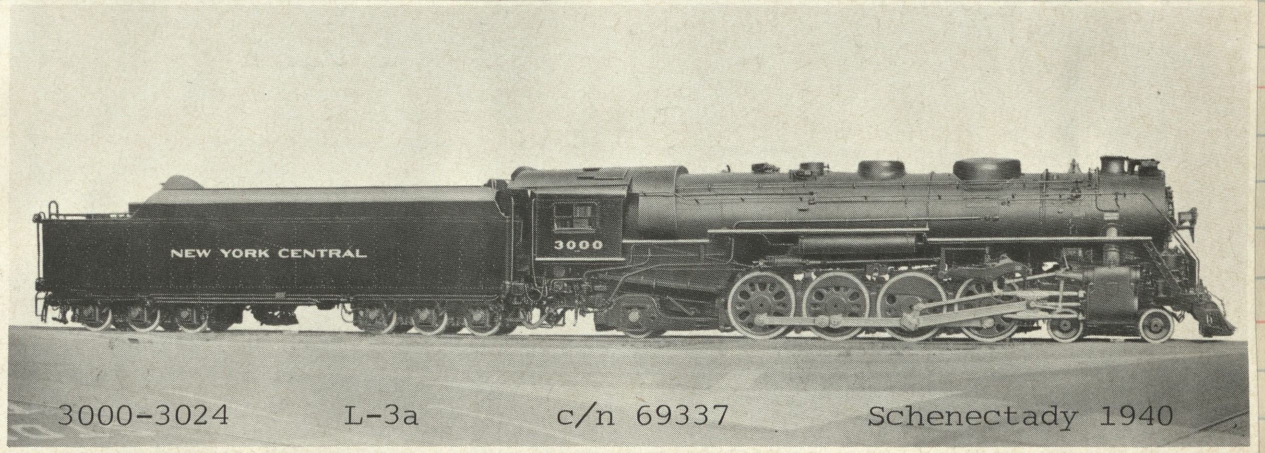
Shortly after dawn, L-2c Mohawk 2863 rolls east with 100-plus cars, right on the block of a similar train ahead, with several more to come—all doing 60MPH.


NEW YORK CENTRAL

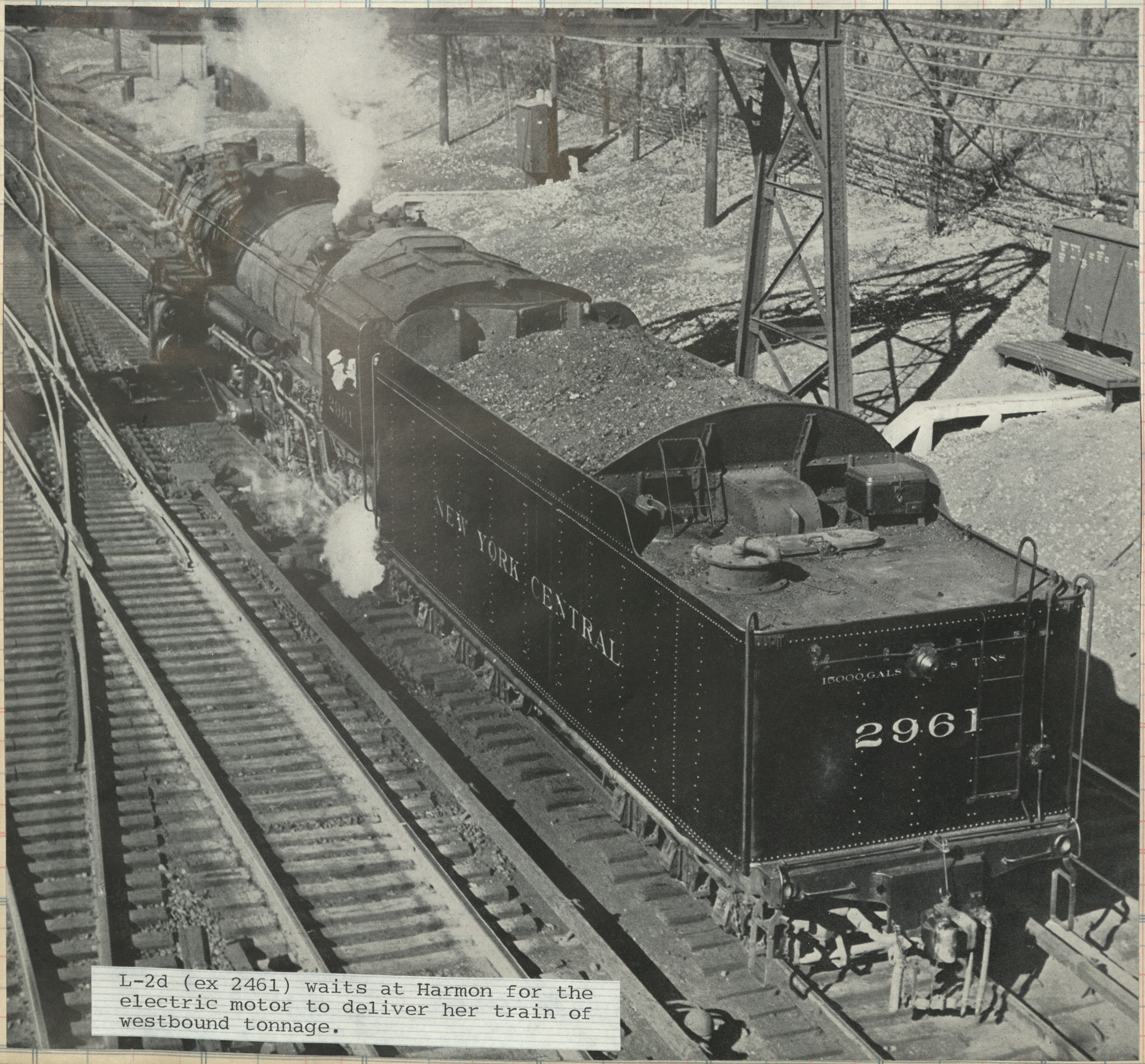
In the traditional manner the 2917 (ex B/4 6217) gets under way



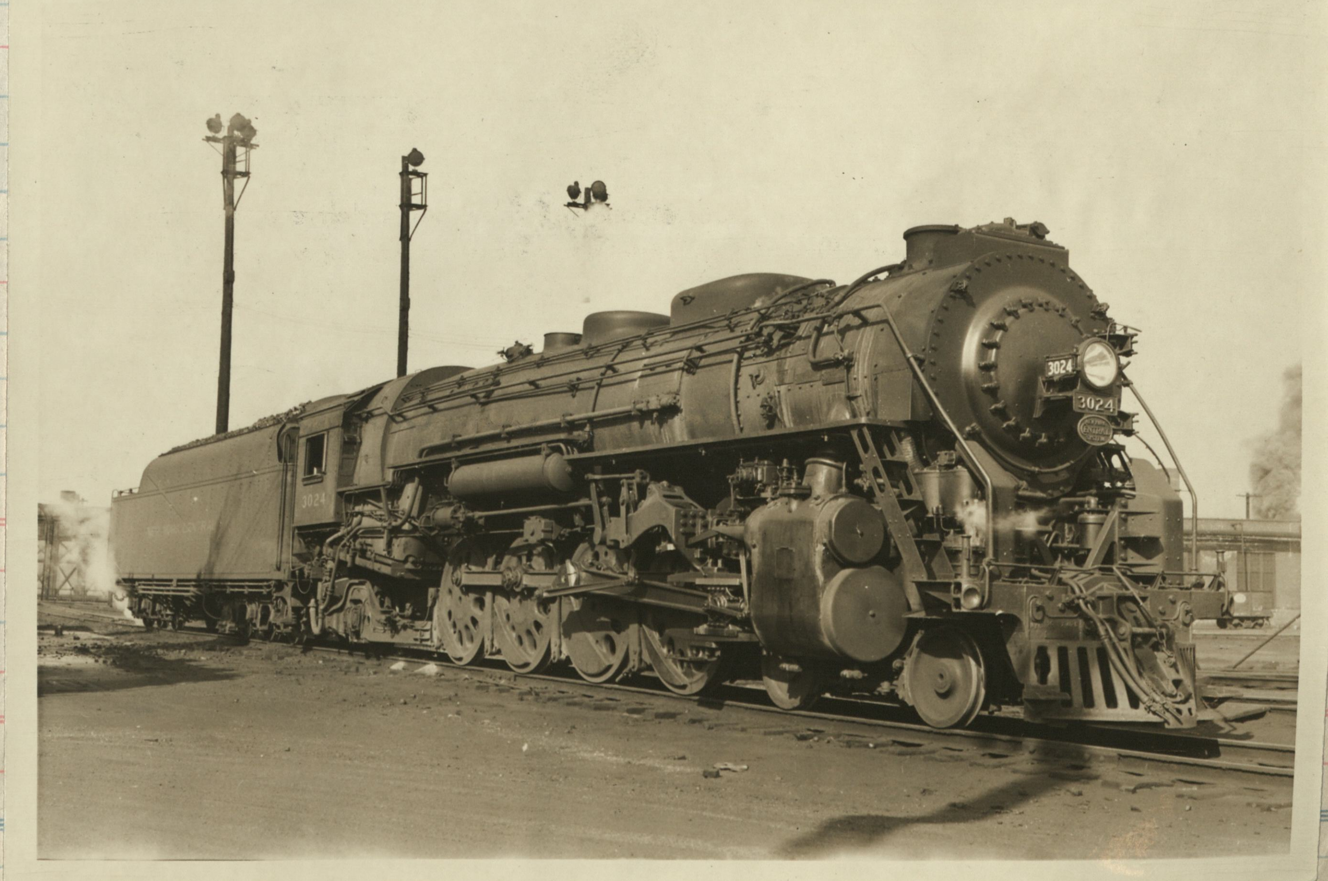
Former 2491 under the coal dock at Waynesport


NEW YORK CENTRAL
3000

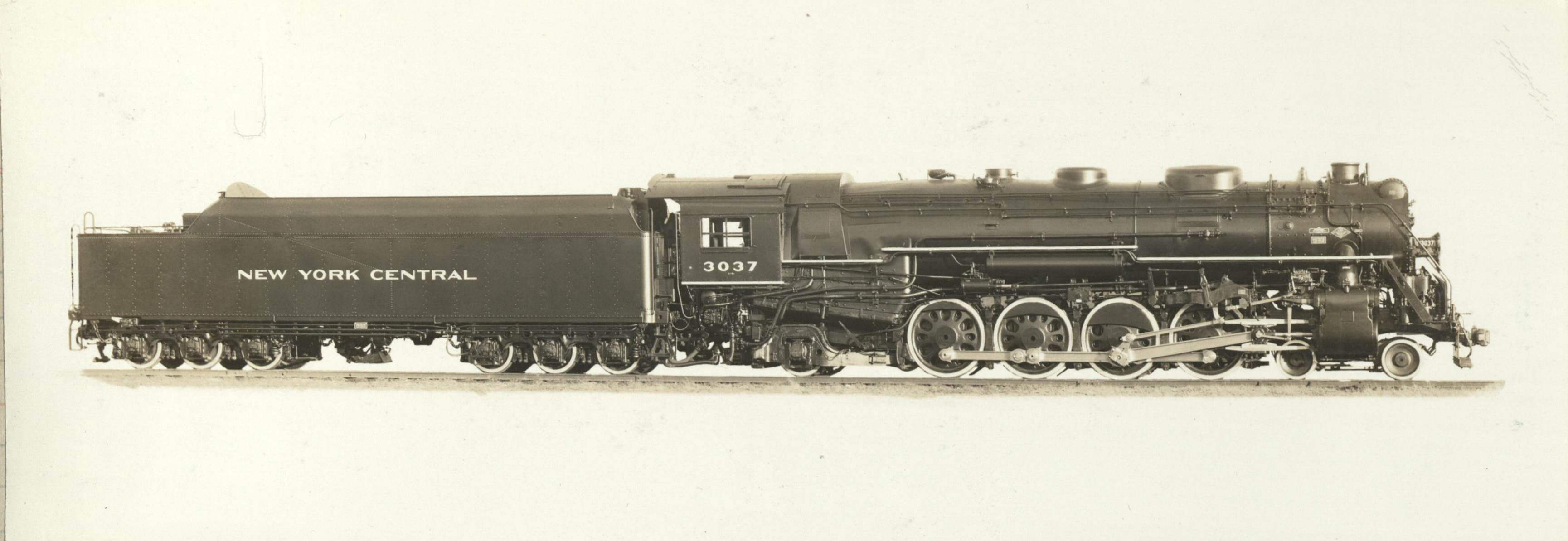
3000-3024 L-3a c/n 69337 Schenectady 1940

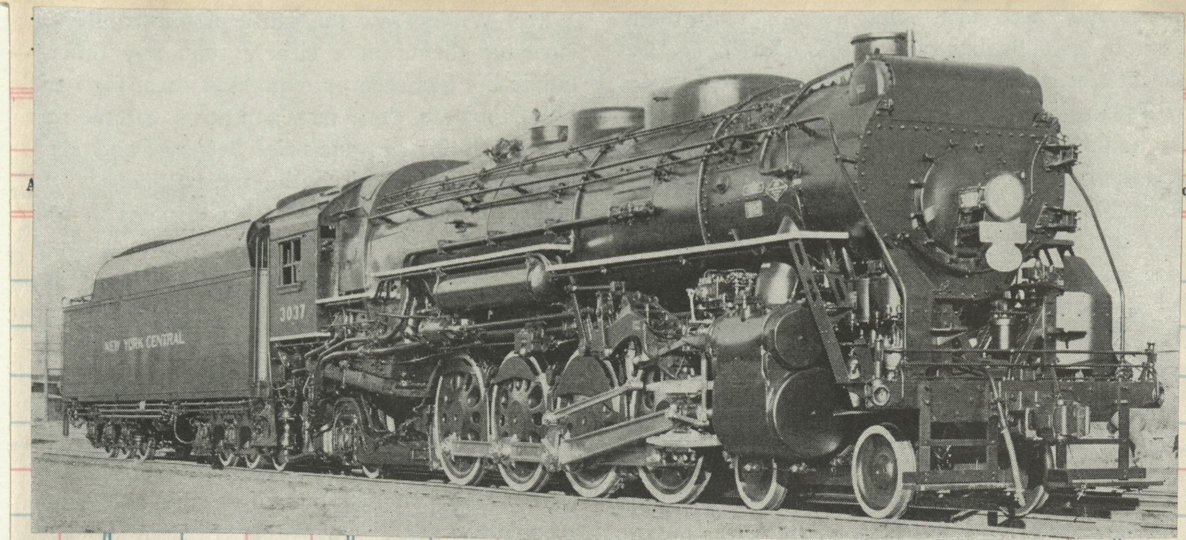

NEW YORK CENTRAL
15000 GALS
2961

L-2d (ex 2461) waits at Harmon for the electric motor to deliver her train of westbound tonnage.

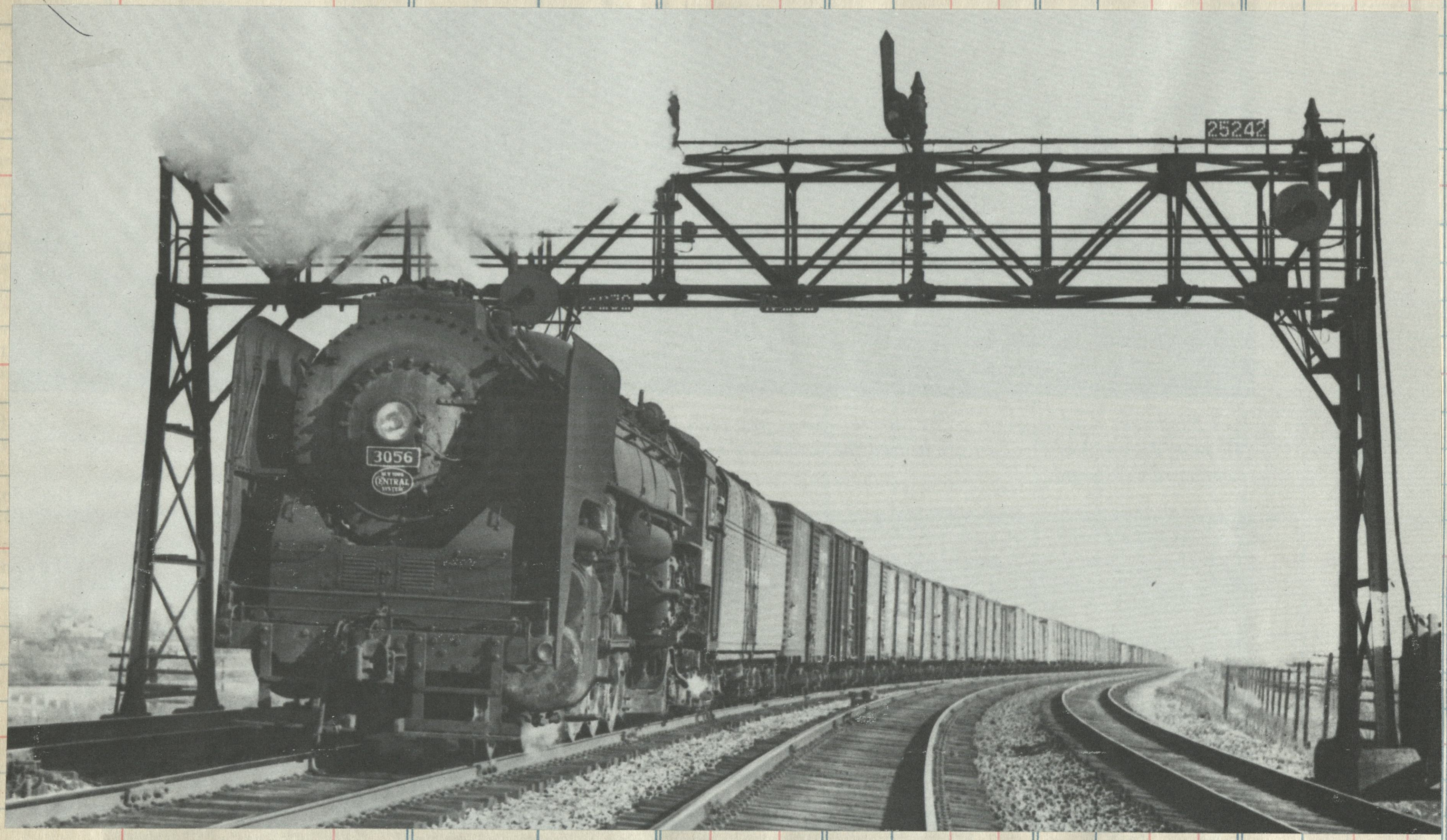


McK found the 3024 relaxing at Harmon-February 1941

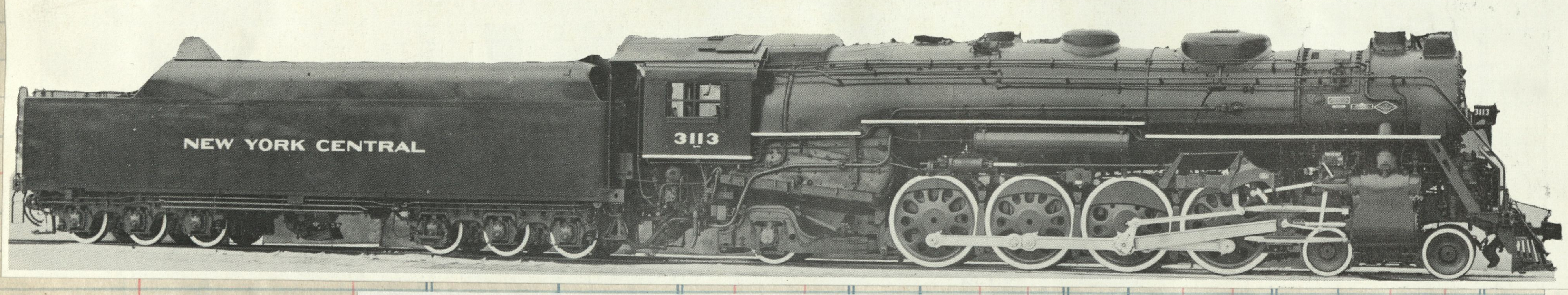

NEW YORK CENTRAL
3037


NEW YORK CENTRAL
3037

3035-3049 Class L-3b c/n 7781 LIMA 1940-41

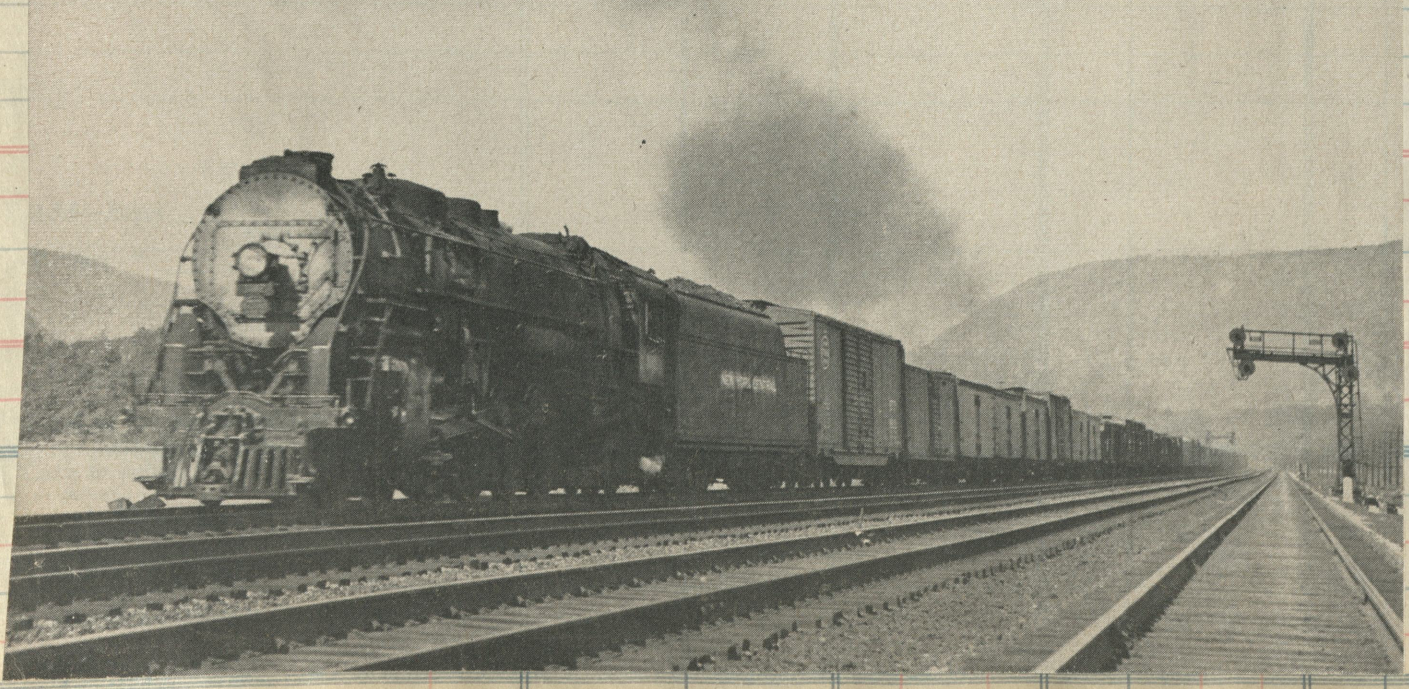


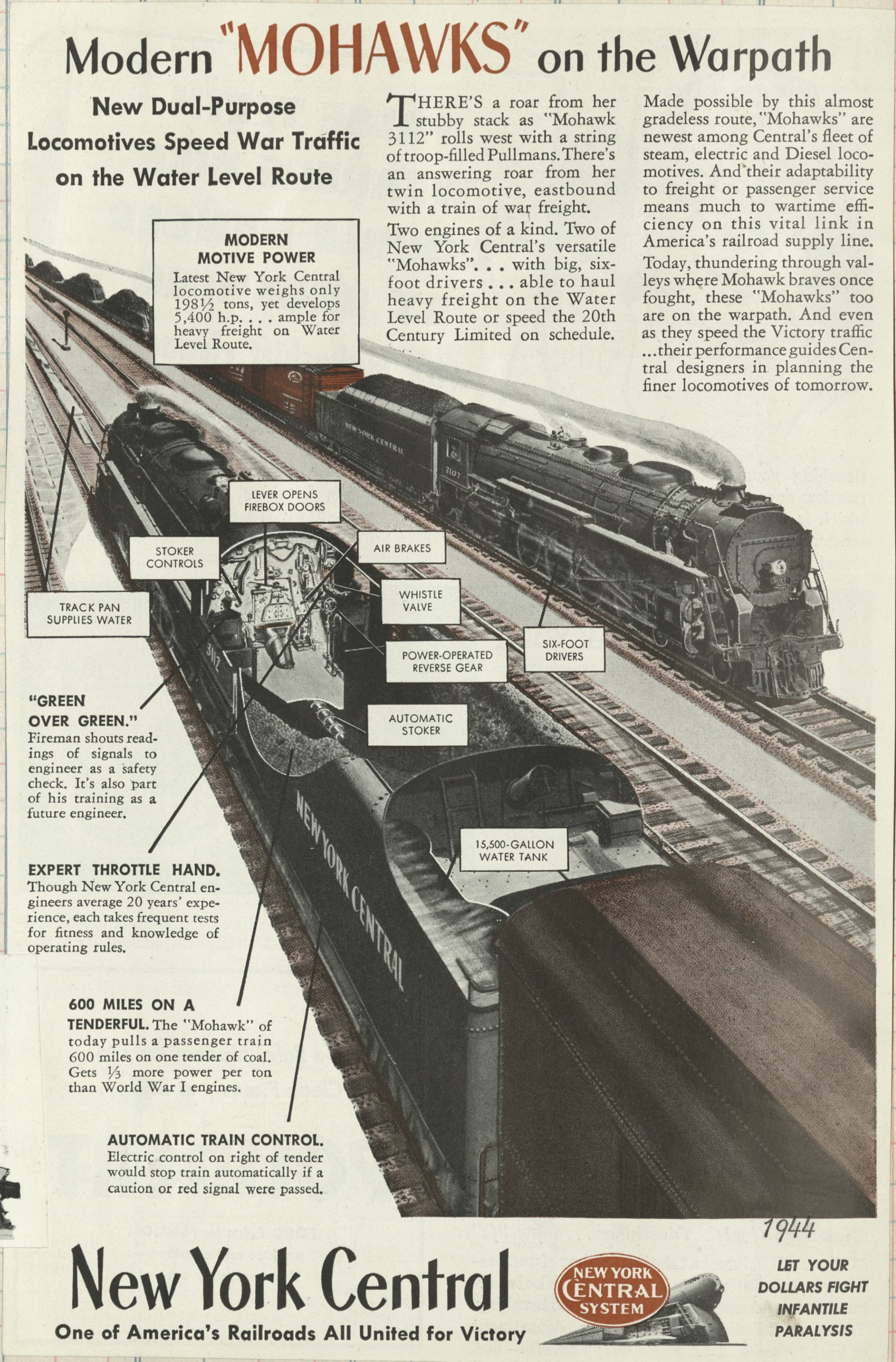
A mile of westbound tonnage on the main line west of Rome NY


NEW YORK CENTRAL
3113

3100-3124 L-4a c/n 7991 LIMA 1942-43

Eng 3112 leads Advanced XN-2 eastbound on the Hudson Div.





Modern "MOHAWKS" on the Warpath

New Dual-Purpose Locomotives Speed War Traffic on the Water Level Route

THERE'S a roar from her stubby stack as "Mohawk 3112" rolls west with a string of troop-filled Pullmans. There's an answering roar from her twin locomotive, eastbound with a train of war freight.

Two engines of a kind. Two of New York Central's versatile "Mohawks". . . with big, six-foot drivers . . . able to haul heavy freight on the Water Level Route or speed the 20th Century Limited on schedule.

Made possible by this almost gradeless route, "Mohawks" are newest among Central's fleet of steam, electric and Diesel locomotives. And their adaptability to freight or passenger service means much to wartime efficiency on this vital link in America's railroad supply line.

Today, thundering through valleys where Mohawk braves once fought, these "Mohawks" too are on the warpath. And even as they speed the Victory traffic ...their performance guides Central designers in planning the finer locomotives of tomorrow.

MODERN MOTIVE POWER

Latest New York Central locomotive weighs only 198½ tons, yet develops 5,400 h.p. . . . ample for heavy freight on Water Level Route.

LEVER OPENS FIREBOX DOORS
STOKER CONTROLS
AIR BRAKES
WHISTLE VALVE
TRACK PAN SUPPLIES WATER
POWER-OPERATED REVERSE GEAR
SIX-FOOT DRIVERS
AUTOMATIC STOKER
15,500-GALLON WATER TANK
NEW YORK CENTRAL

"GREEN OVER GREEN." Fireman shouts readings of signals to engineer as a safety check. It's also part of his training as a future engineer.

EXPERT THROTTLE HAND. Though New York Central engineers average 20 years' experience, each takes frequent tests for fitness and knowledge of operating rules.

600 MILES ON A TENDERFUL. The "Mohawk" of today pulls a passenger train 600 miles on one tender of coal. Gets ⅓ more power per ton than World War I engines.

AUTOMATIC TRAIN CONTROL. Electric control on right of tender would stop train automatically if a caution or red signal were passed.

1944

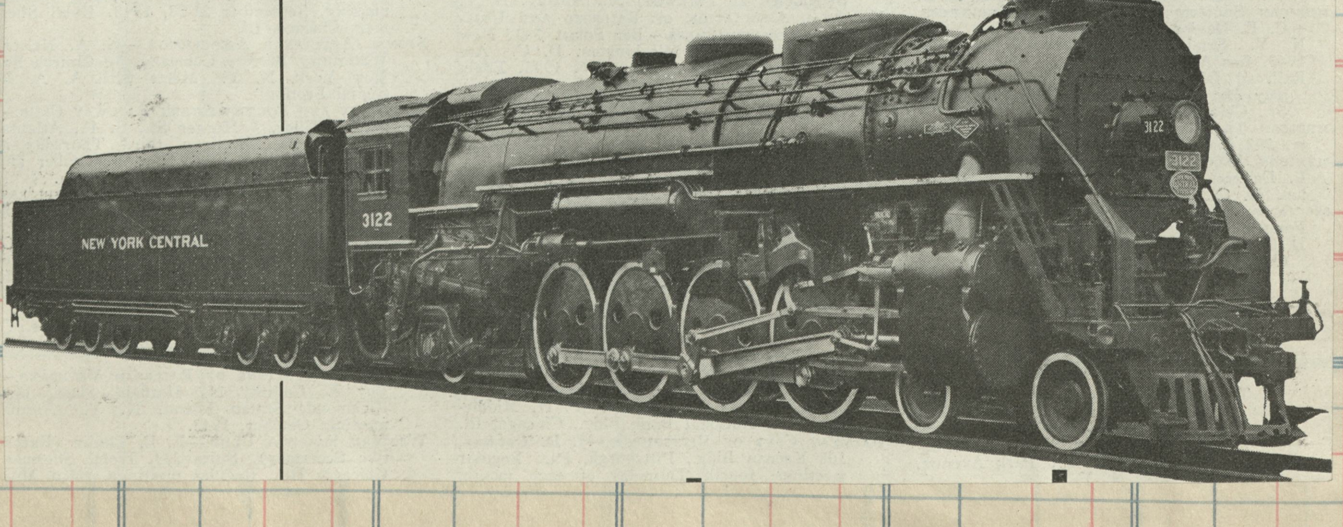
New York Central

One of America's Railroads All United for Victory

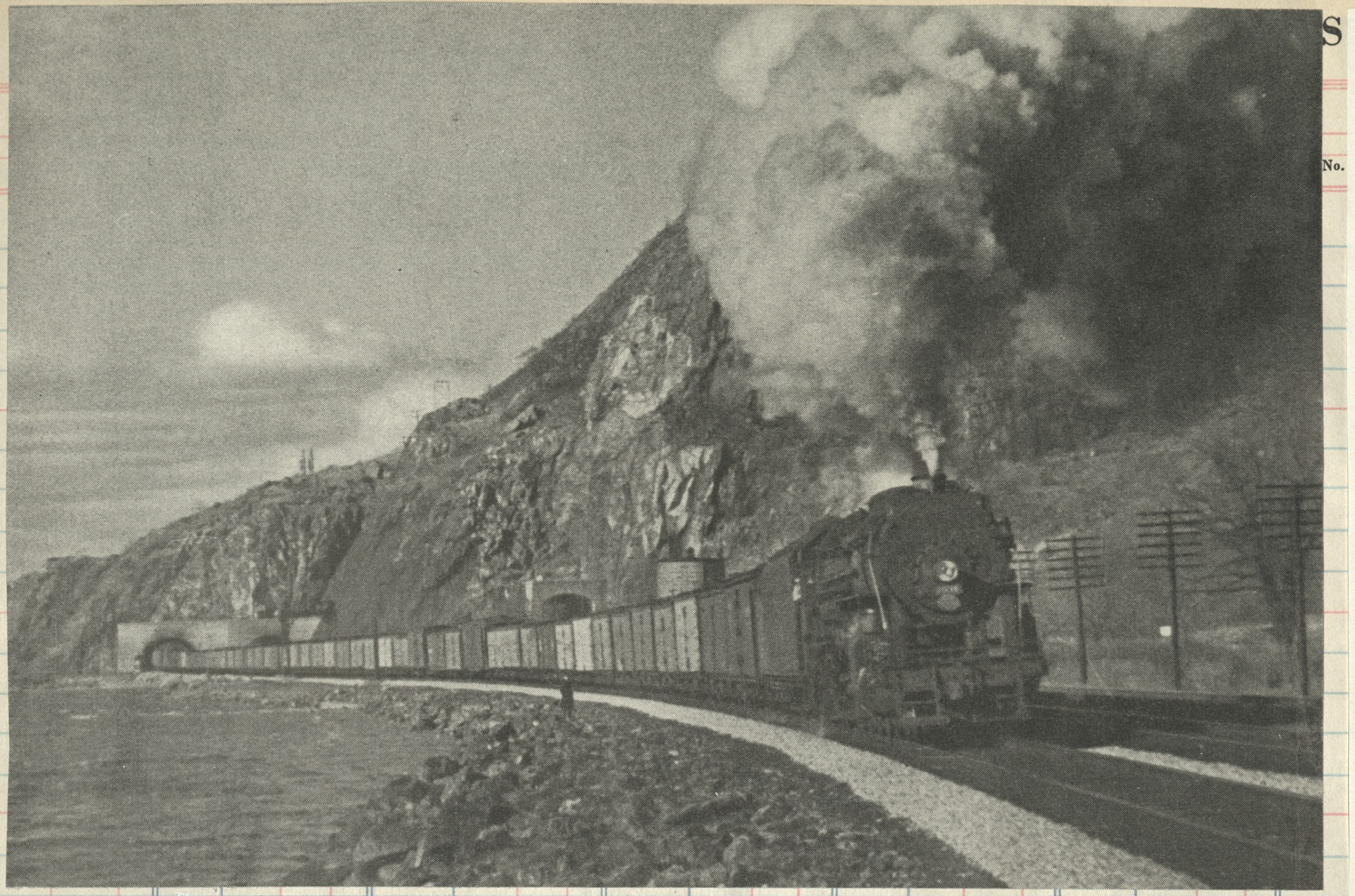
NEW YORK CENTRAL SYSTEM

LET YOUR DOLLARS FIGHT INFANTILE PARALYSIS

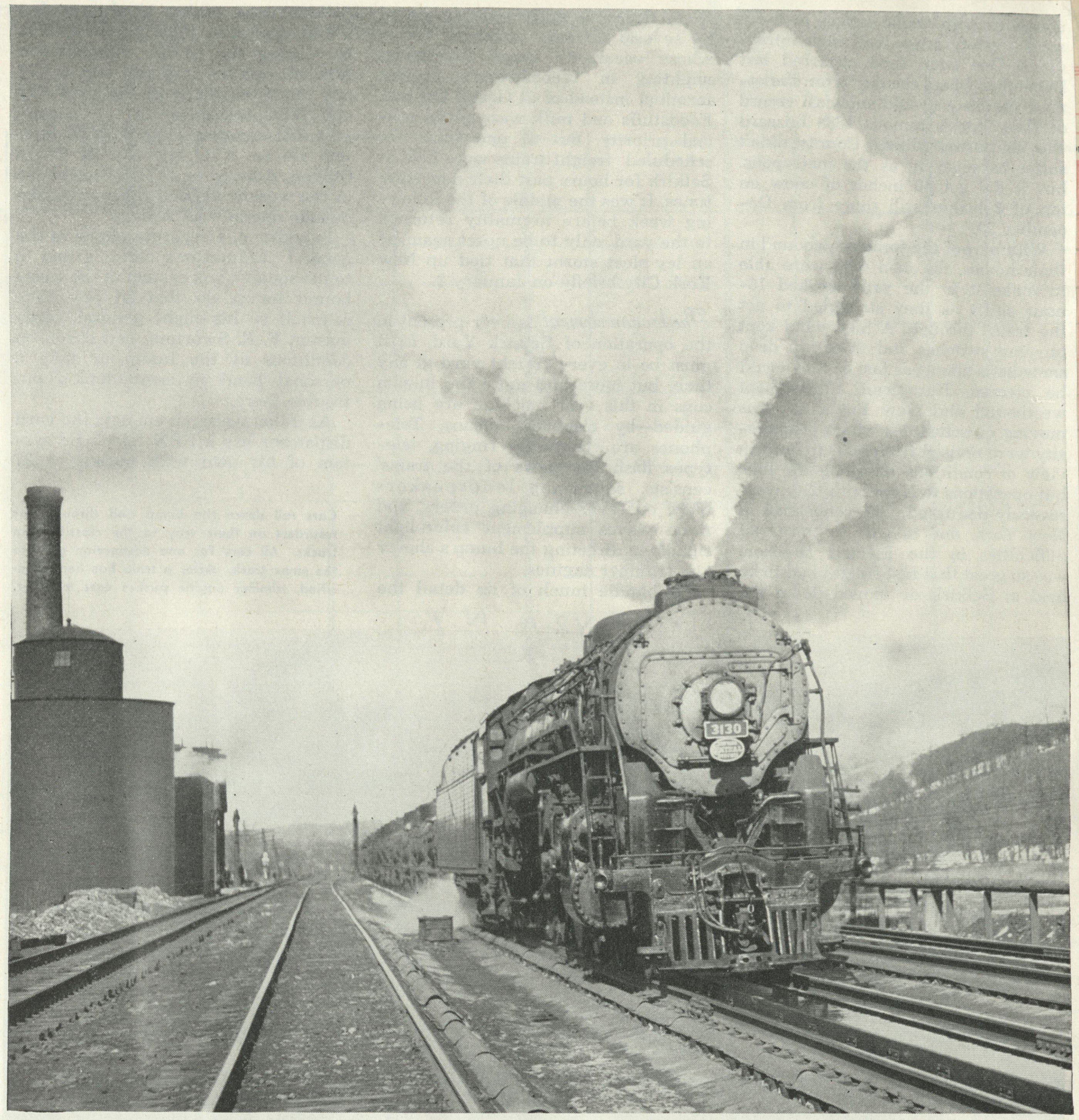
c/n 8000


NEW YORK CENTRAL
3122

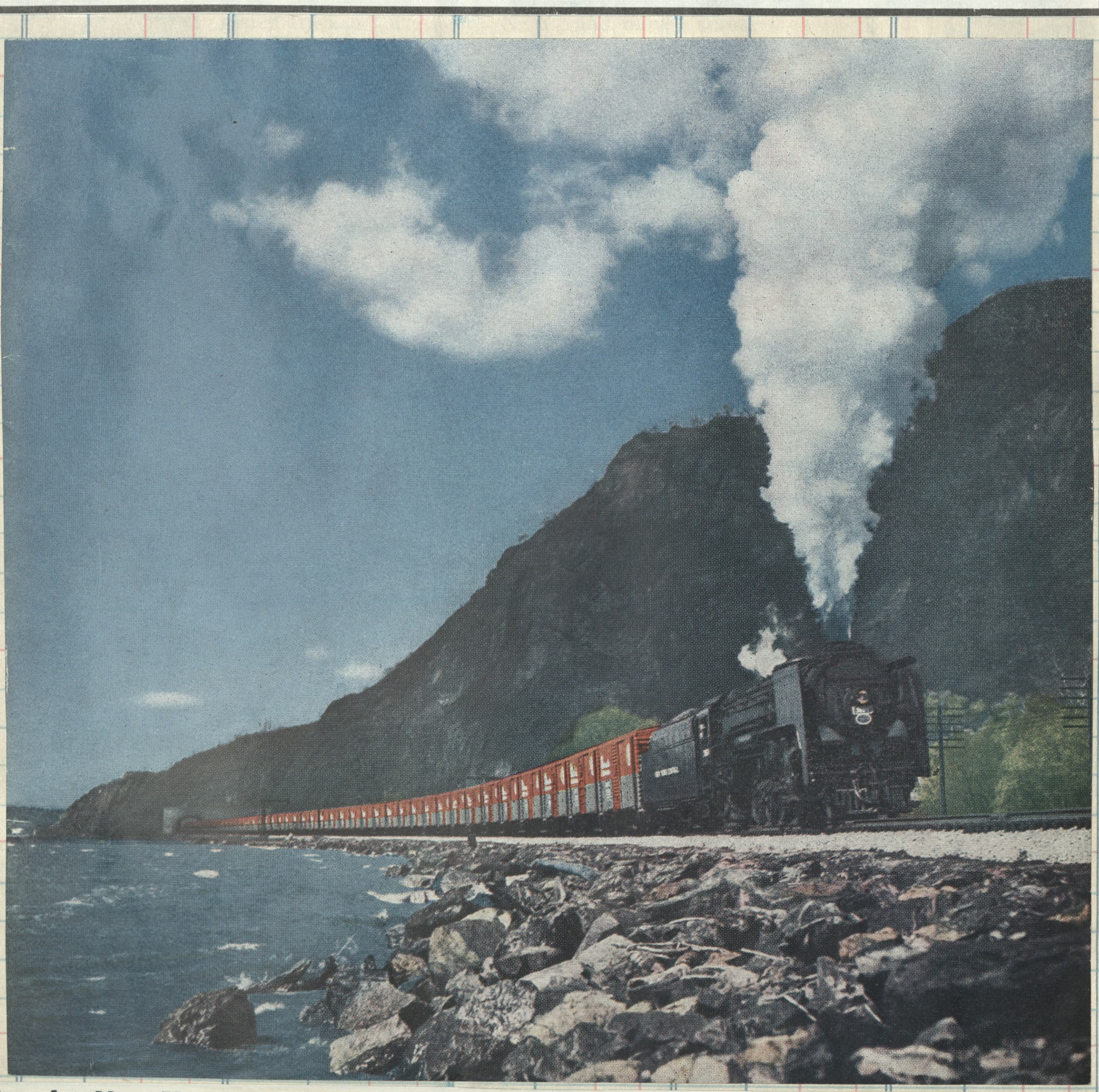
Clos. No.



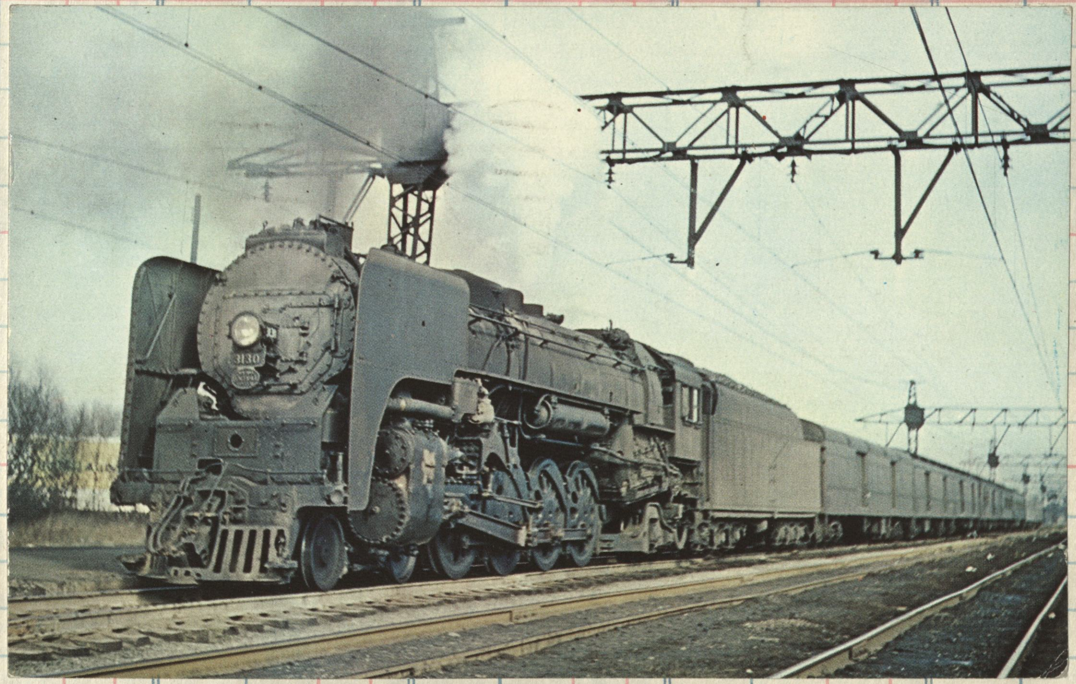
An L-3b charging along with eastbound perishables past Breakneck Mtn.



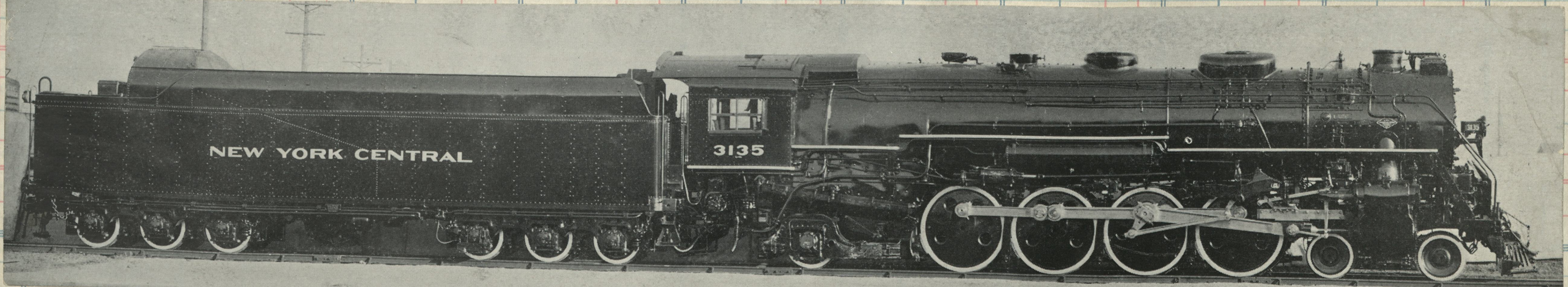
The 3130 gets a drink from the pans at Yosts, N.Y.



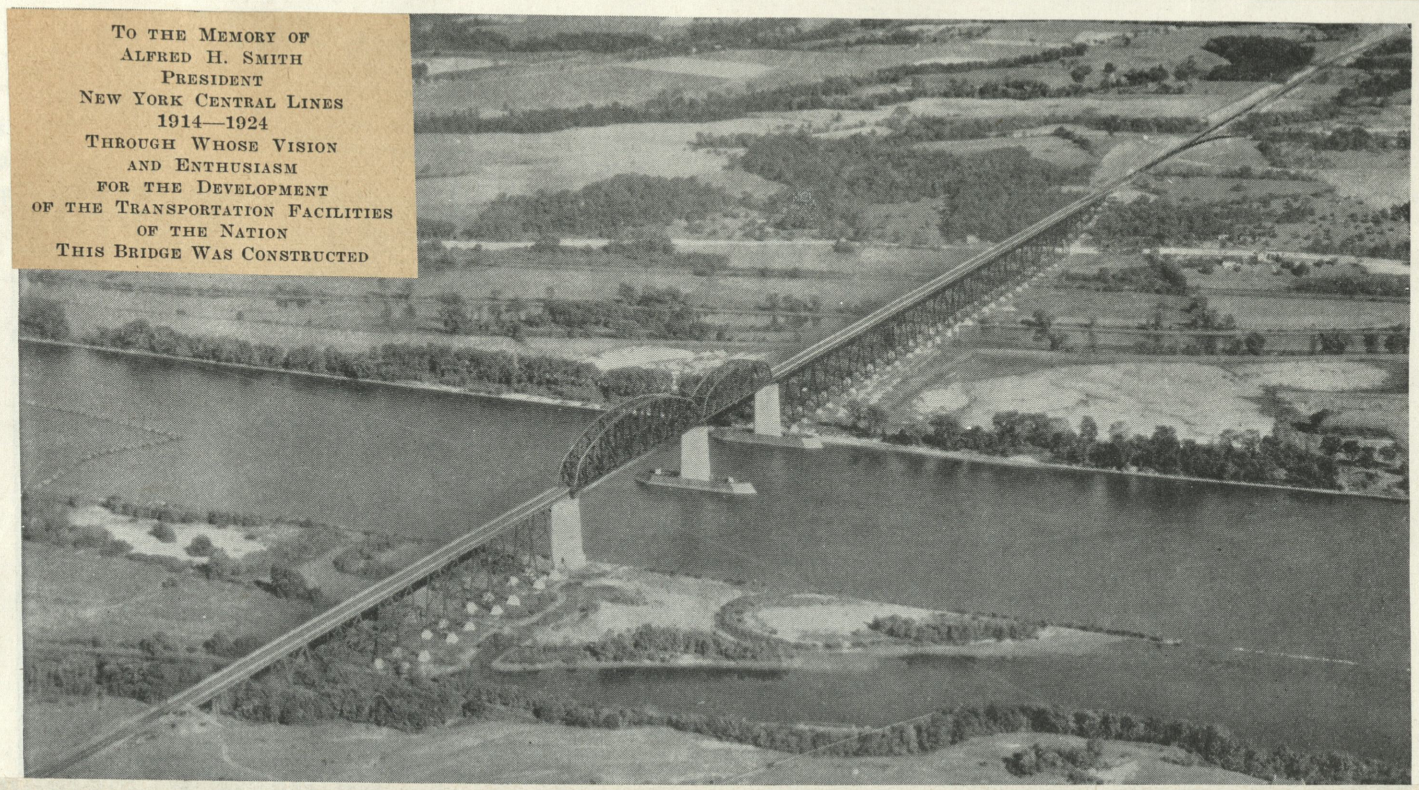
Use the New York Central's "Merchandiser" for Fast Overnight Freight Shipments



3130 with Trn 35 at Linndale

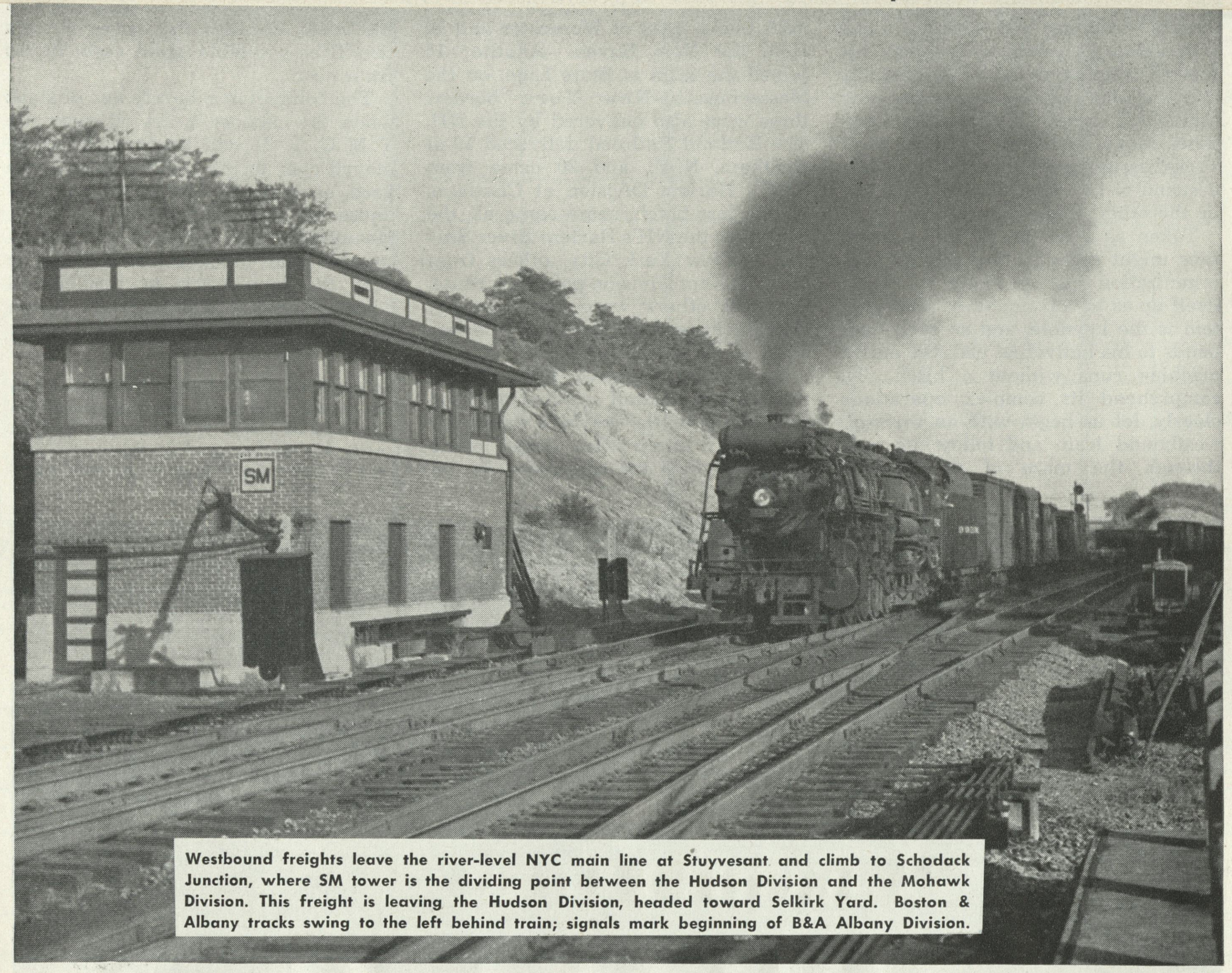


The Final Group
3125-3149 L-4b c/n 8302 LIMA 1943-44

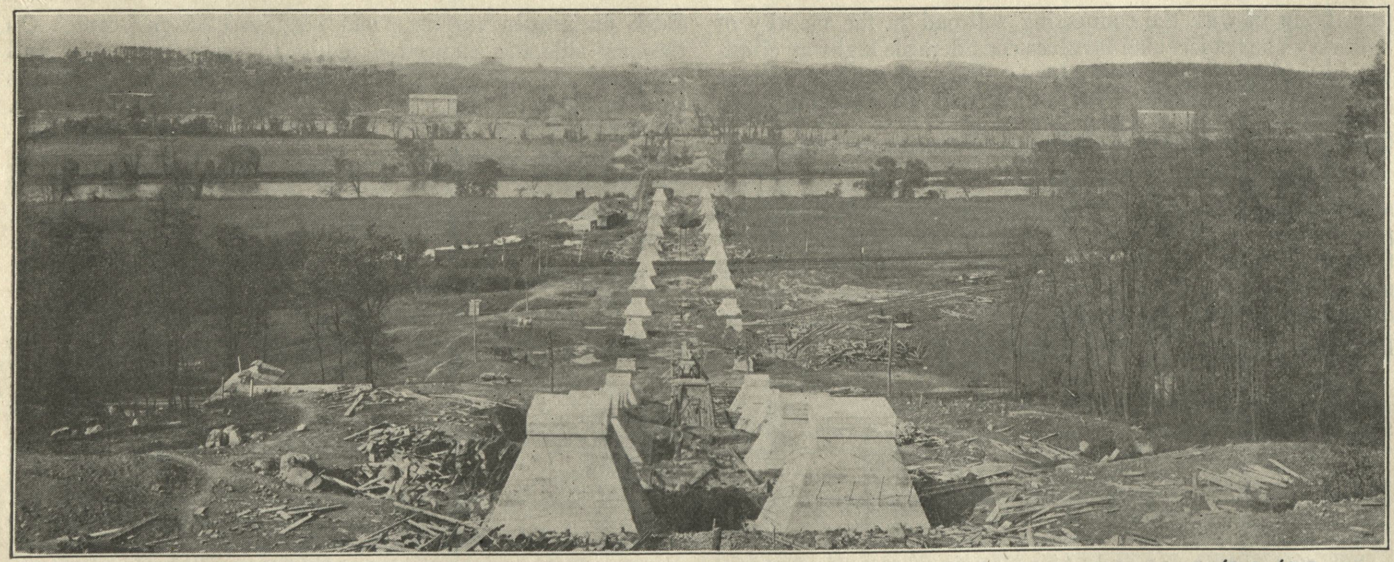


To the Memory of
Alfred H. Smith
President
New York Central Lines
1914—1924
Through Whose Vision
and Enthusiasm
for the Development
of the Transportation Facilities
of the Nation
This Bridge Was Constructed

It took 25 million dollars and 2½ years for New York Central to break up a traffic jam at the foot of Albany Hill



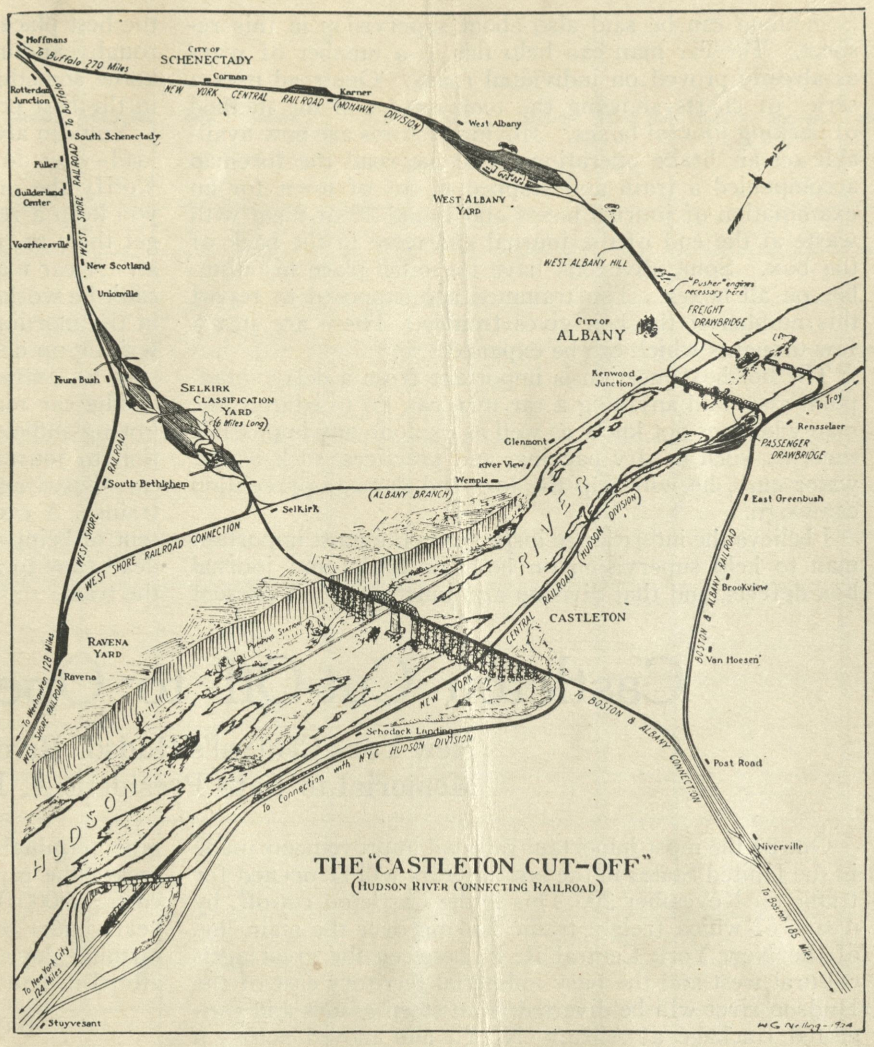
Westbound freights leave the river-level NYC main line at Stuyvesant and climb to Schodack Junction, where SM tower is the dividing point between the Hudson Division and the Mohawk Division. This freight is leaving the Hudson Division, headed toward Selkirk Yard. Boston & Albany tracks swing to the left behind train; signals mark beginning of B&A Albany Division.



Practically One Mile from Abutment to Abutment at the Crossing of the Hudson River

Railway Age 6/20/23

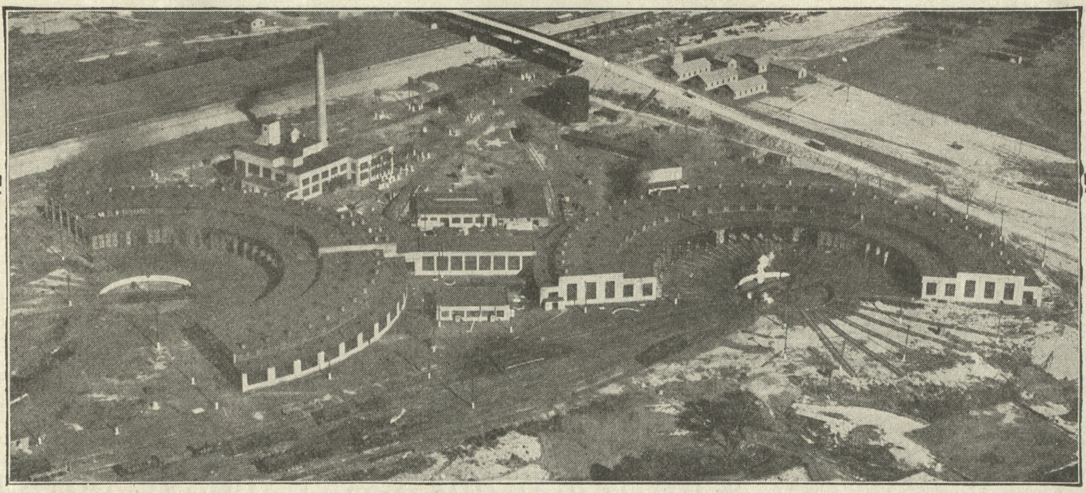
RAILWAY REVIEW November 15, 1924


Hoffmans
To Buffalo 270 Miles
City of SCHENECTADY
Corman
NEW YORK CENTRAL RAILROAD (MOHAWK DIVISION)
Karner
Rotterdam Junction
To Buffalo
South Schenectady
Fuller
Guilderland Center
Voorheesville
New Scotland
Unionville
WEST SHORE RAILROAD
West Albany
WEST ALBANY YARD
WEST ALBANY HILL
"Pusher" engines necessary here
FREIGHT DRAWBRIDGE
City of ALBANY
Kenwood Junction
To Troy
Rensselaer
PASSENGER DRAWBRIDGE
Feura Bush
SELKIRK CLASSIFICATION YARD (6 Miles Long)
Glenmont
River View
Wemple
South Bethlehem
(ALBANY BRANCH)
Selkirk
TO WEST SHORE RAILROAD CONNECTION
East Greenbush
RIVER
NEW YORK CENTRAL RAILROAD (HUDSON DIVISION)
BOSTON & ALBANY RAILROAD
Brookview
CASTLETON
RAVENA YARD
Pumping Station
Van Hoesen
Ravena
To Weehawken 128 Miles
WEST SHORE RAILROAD
TO BOSTON & ALBANY CONNECTION
Schodack Landing
To Connection with NYC HUDSON DIVISION
Post Road
HUDSON
Niverville
To New York City 124 Miles
To Boston 185 Miles
Stuyvesant
W G Nelling - 1924

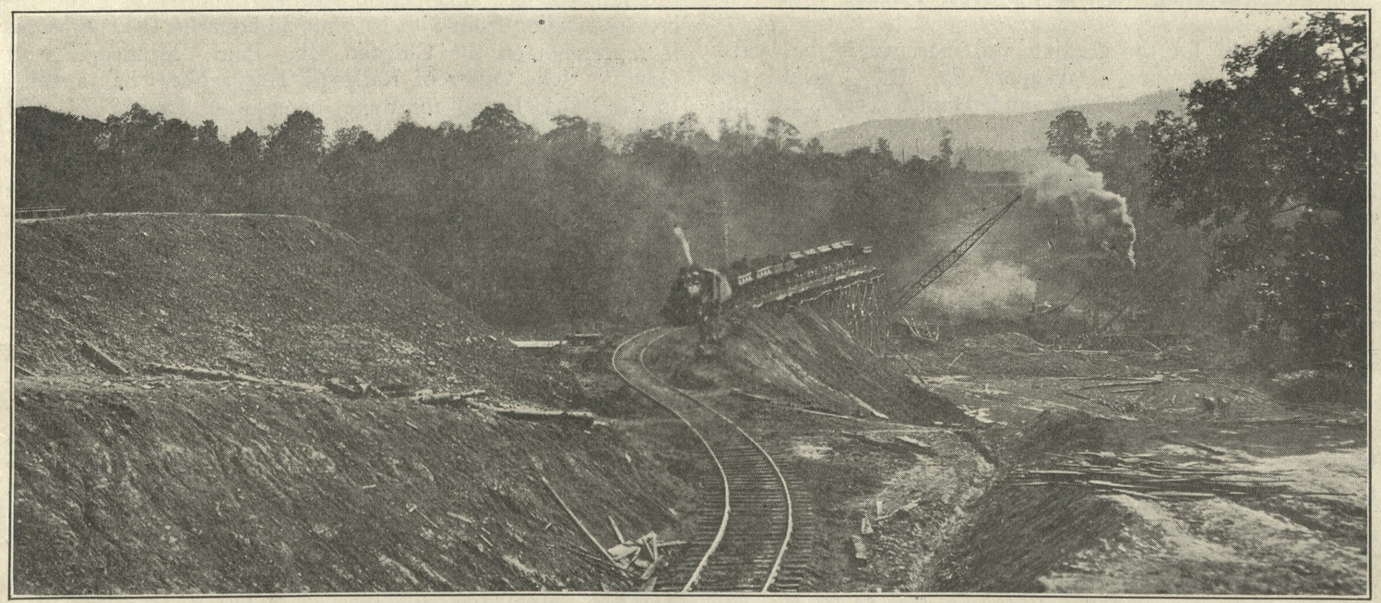
THE "CASTLETON CUT-OFF"
(Hudson River Connecting Railroad)

Diagrammatic Drawing Showing General Plan of Hudson River Connecting R. R., the Castleton Cut-Off of the New York Central.

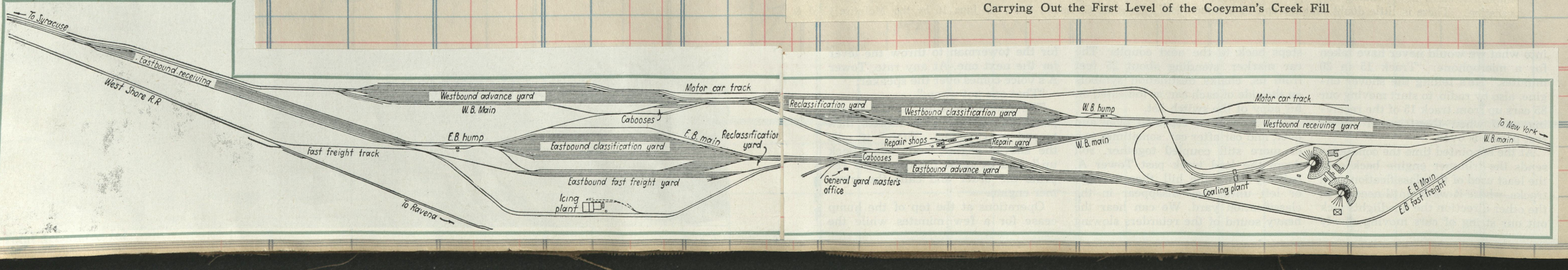
Opened for traffic November 20, 1924



Engine terminal--Selkirk--65 stalls



Carrying Out the First Level of the Coeyman's Creek Fill


To Syracuse
Eastbound receiving
West Shore R.R
Westbound advance yard
W. B. Main
Motor car track
Cabooses
E.B. hump
Eastbound classification yard
E.B. main
Reclassification yard
Fast freight track
Eastbound fast freight yard
Icing plant
To Ravena
Reclassification yard
Westbound classification yard
W. B. hump
Motor car track
Repair shops
Repair yard
W. B. main
Westbound receiving yard
To New York
W. B. main
Cabooses
Eastbound advance yard
General yard master's office
Coaling plant
E. B. Main
E.B fast freight

Clos. No. | Sold | Amount | Clos. No. | Sold
(Eureka 96728) U.S.A.
CUT HERE To Make Short Sheet
Clos. No. | Sold | Amount

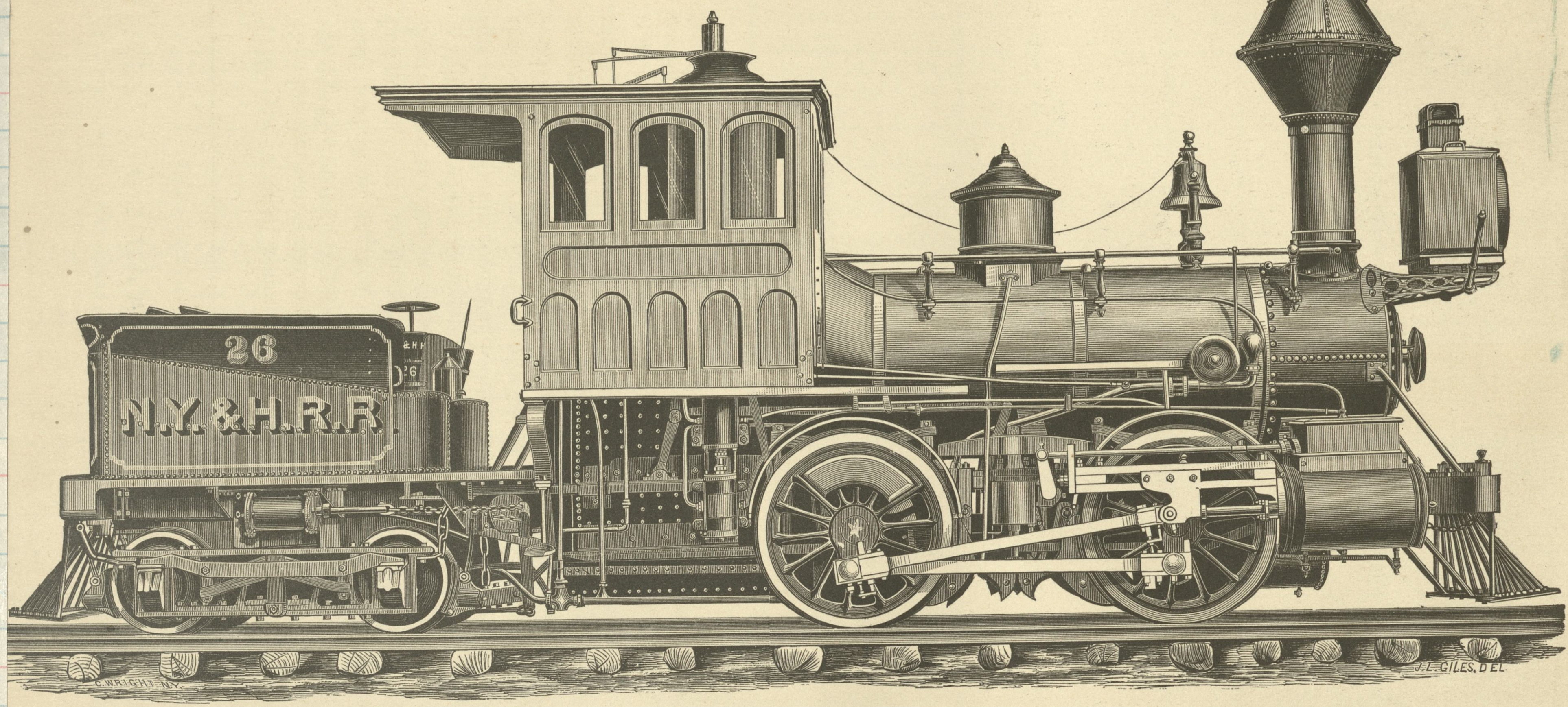
HARLEM DIVISION.

New York & Harlem

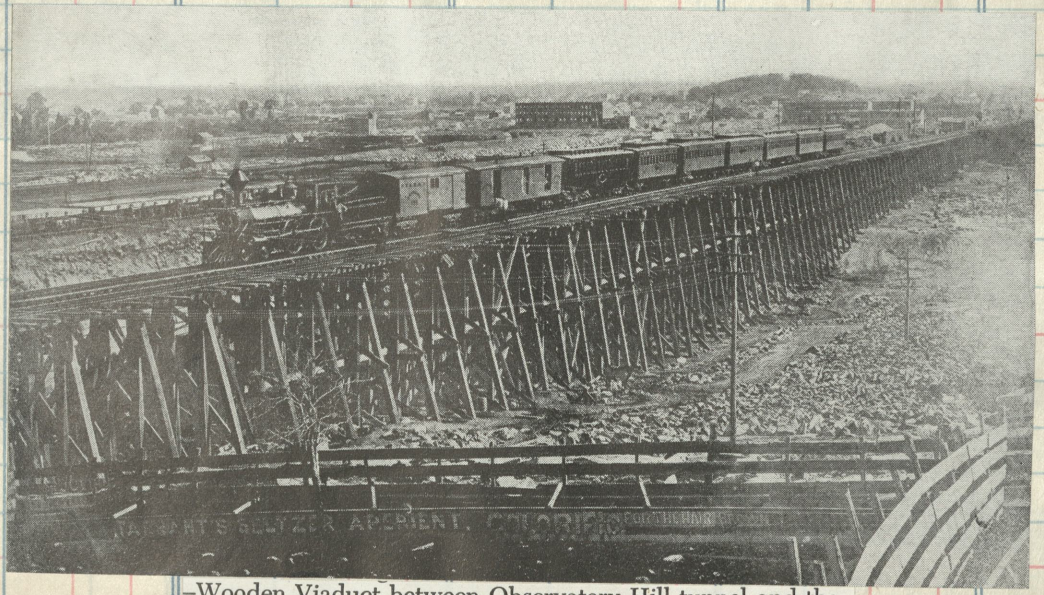
NEW YORK & HARLEM

Inc. March 25, 1831
Leased to NYC&HR on
April 1, 1873

Three built in 1876 by Schenectady noed 24, 26 and 27. #26, c/n 1006, renoed NYCHR 645, 138, 249. Reblt 1899 as a 0-4-0 #82.

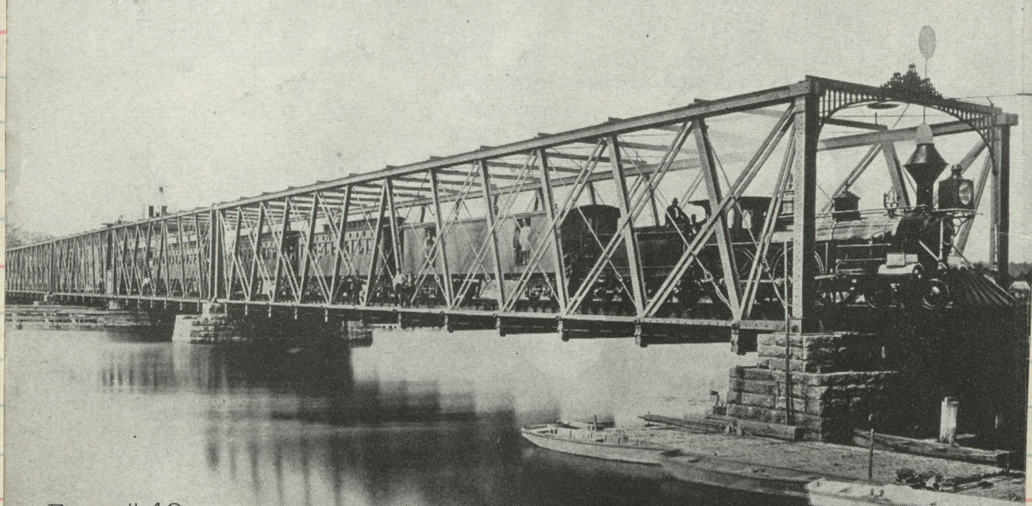


Gauge of road	4′-8½″
Total wheel base	20′-11″
Driving wheel base	6′-8″
Total weight in working order	72,000 lbs.
Total weight on driving wheels	49,500 lbs.
Diameter of driving wheels	48″
Diameter of truck wheels	26″
Diameter of cylinders	15″
Stroke of cylinders	20″
Outside diameter of smallest boiler ring	44½″
Size of grate	35″ x 53″
Number of tubes	144
Outside diameter of tubes	2″
Length of tubes	9′-6½″
Square feet of grate surface	18.5
Square feet of heating surface in fire box	81
Square feet of heating surface in tubes	710.4
Total feet of heating surface	804.28
Exhaust nozzles—single or double	Double
Diameter of nozzle	2½″
Throw of eccentrics	4½″
Outside lap of valve	⅞″
Inside lap of valve	1/16″
Size of main driving axle journal	6½″ x 8″
Size of other driving axle journal	6½″ x 8″
Size of truck axle journal	3¾″ x 6″
Diameter of pump plunger	4¼″
Stroke of pump plunger	3½″
Capacity of tank	1200 gal.

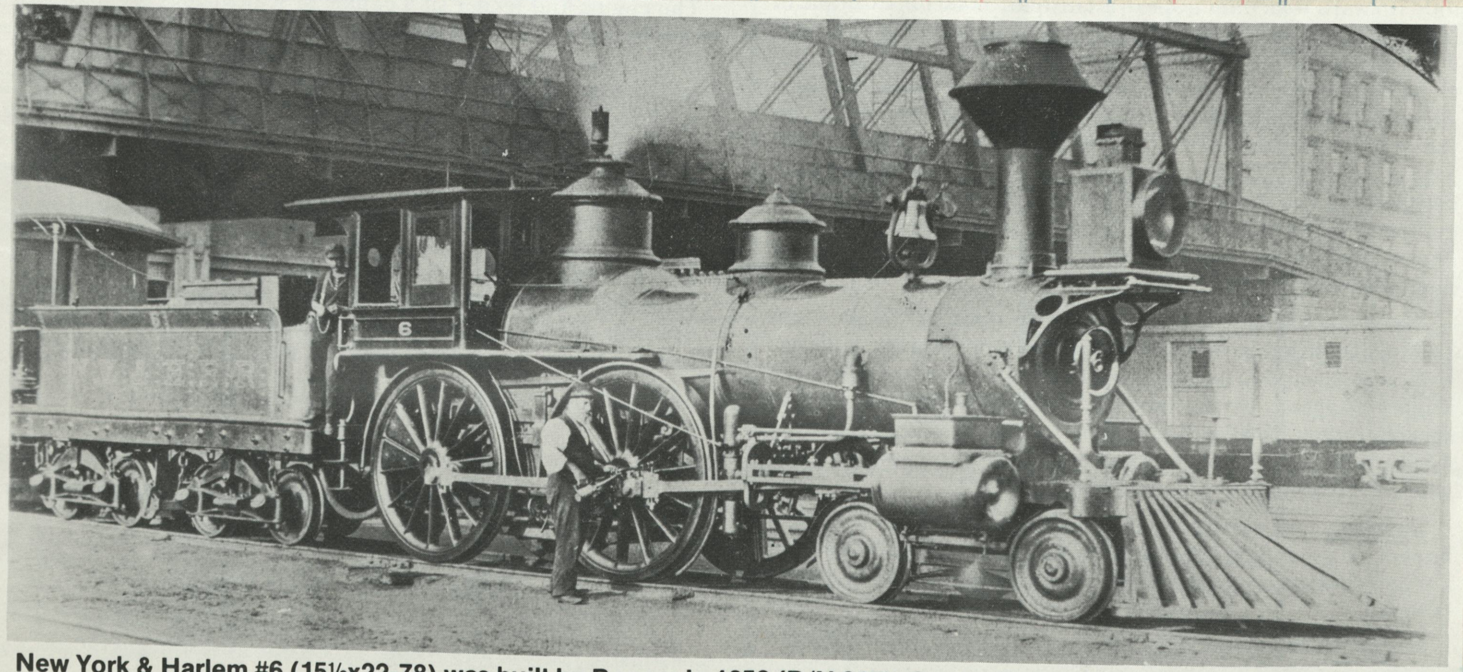


—Wooden Viaduct between Observatory Hill tunnel and the Harlem River in the 1870's.

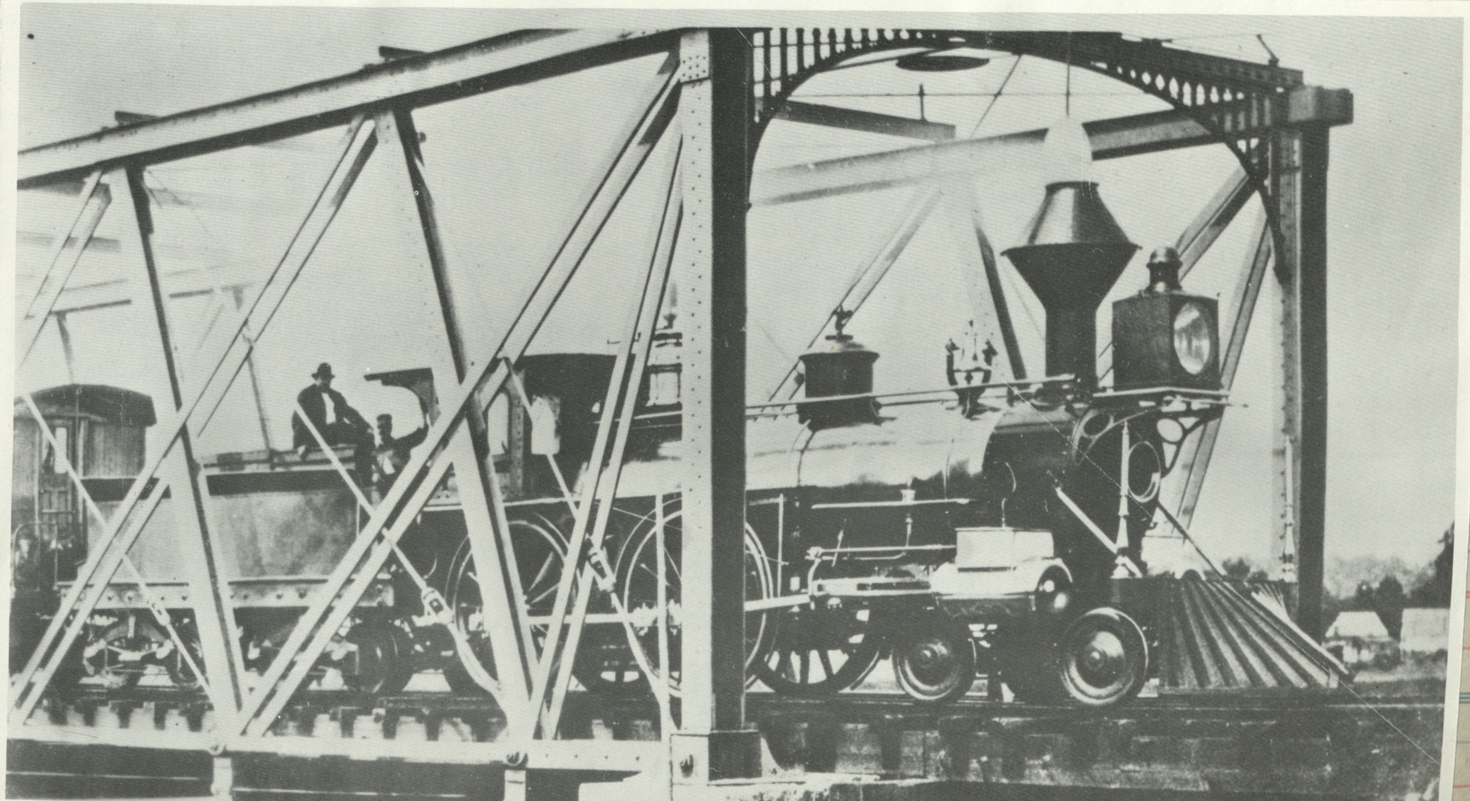
Harlem River Bridge



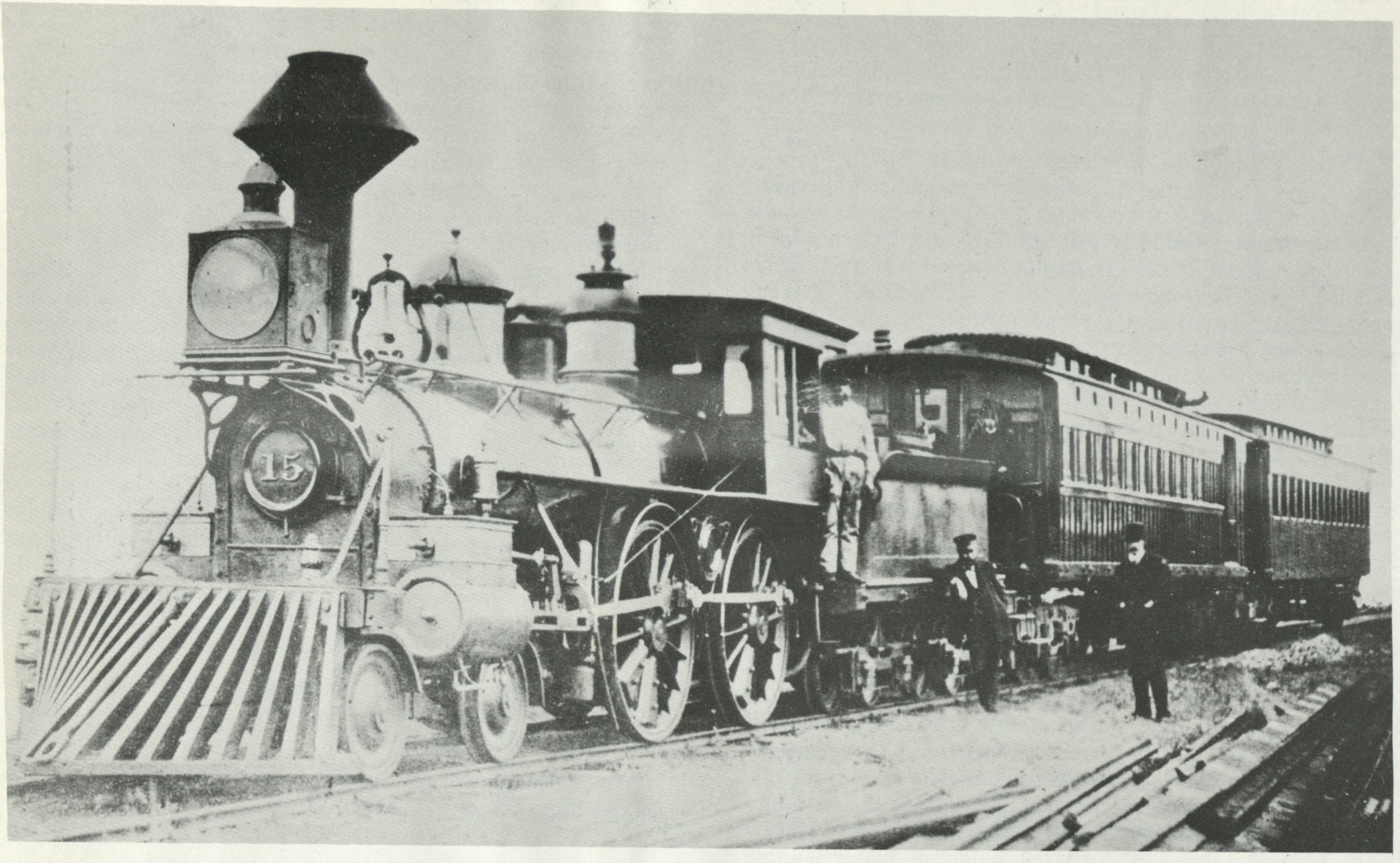
Eng #40



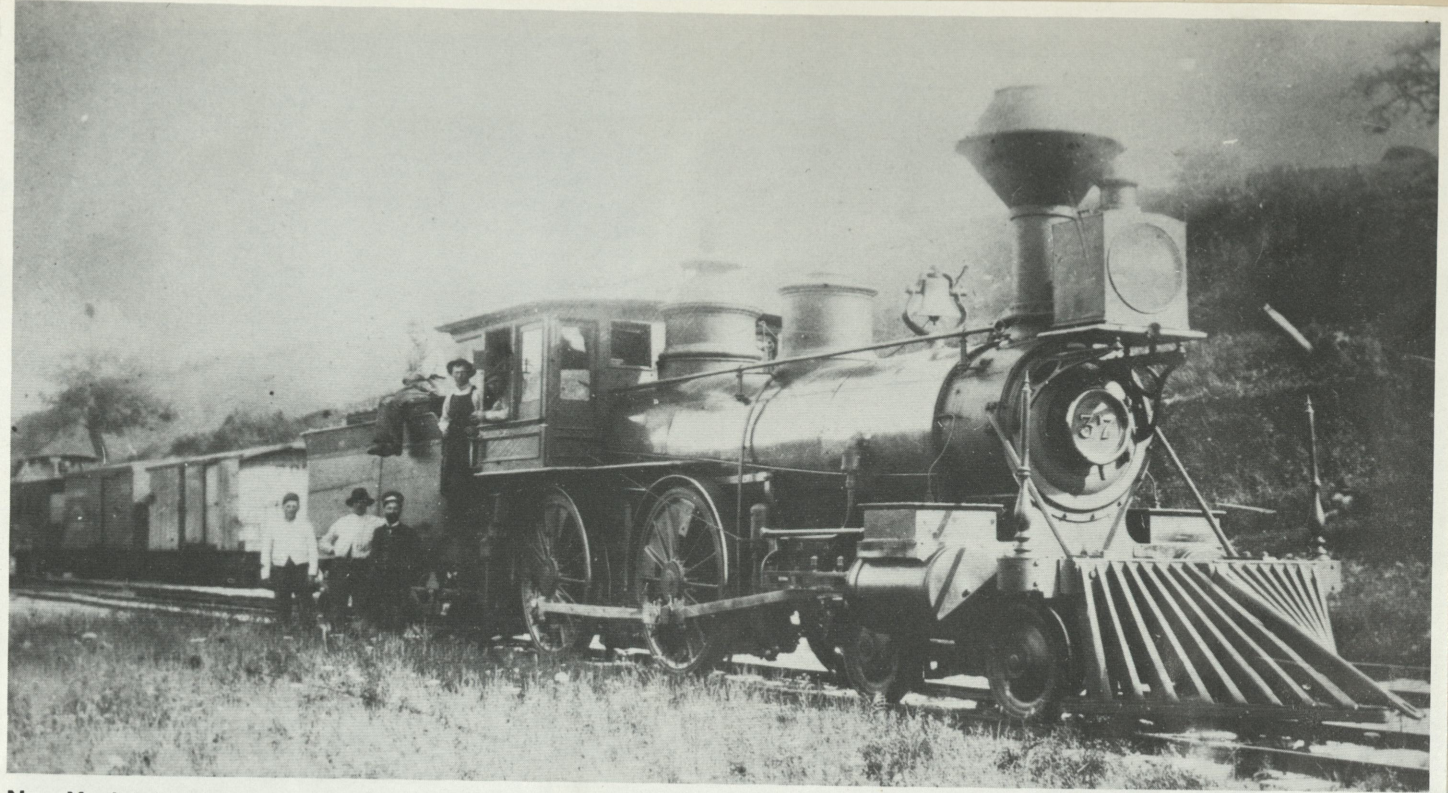
New York & Harlem #6 (15½x22-78) was built by Rogers in 1852 (B/N 297). Originally named "Tempest," this engine was later renamed "Philip Hurd," and number was changed to 633 in 1886 and to 797 in 1890. This photograph was taken under the 45th Street bridge at Grand Central Station in 1872.



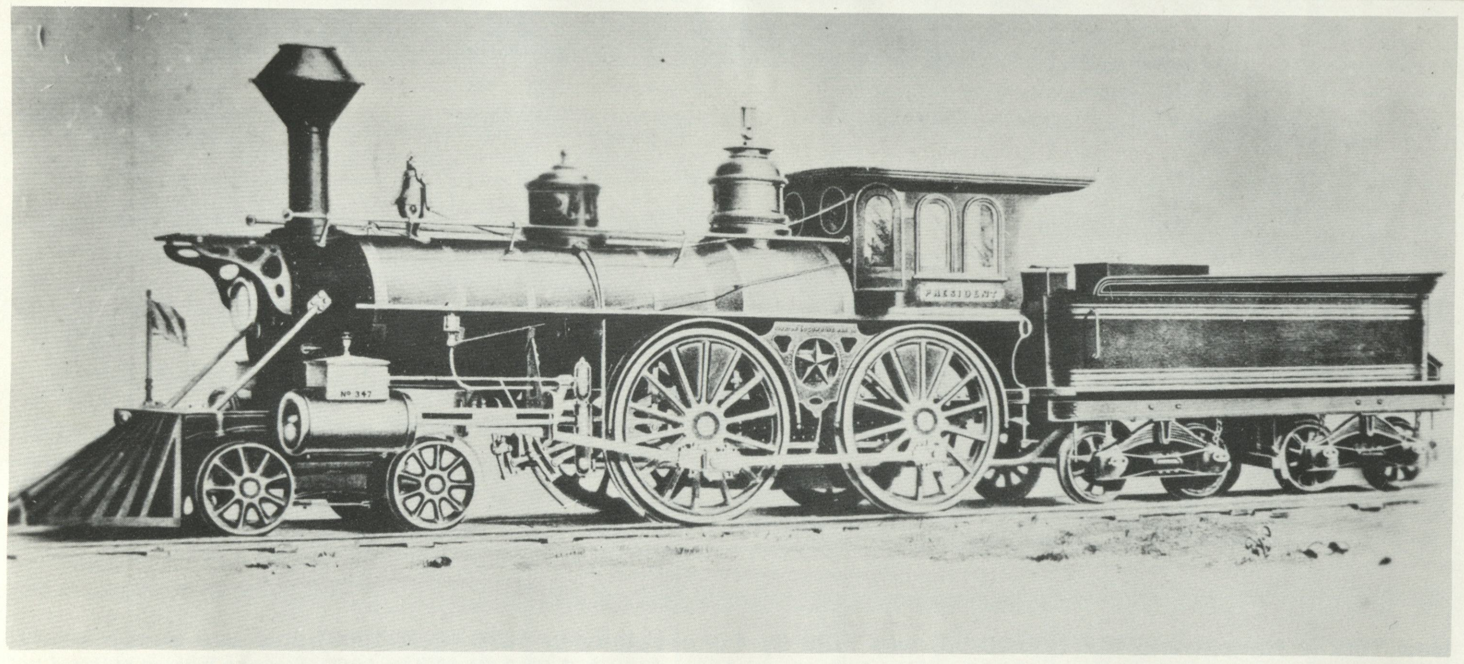
New York & Harlem #40 "William H. Vanderbilt" (16x24-66) was built by Taunton in 1864 (B/N 339) and was successively numbered 656 in 1886, 814 in 1890 and 1112 in 1892.



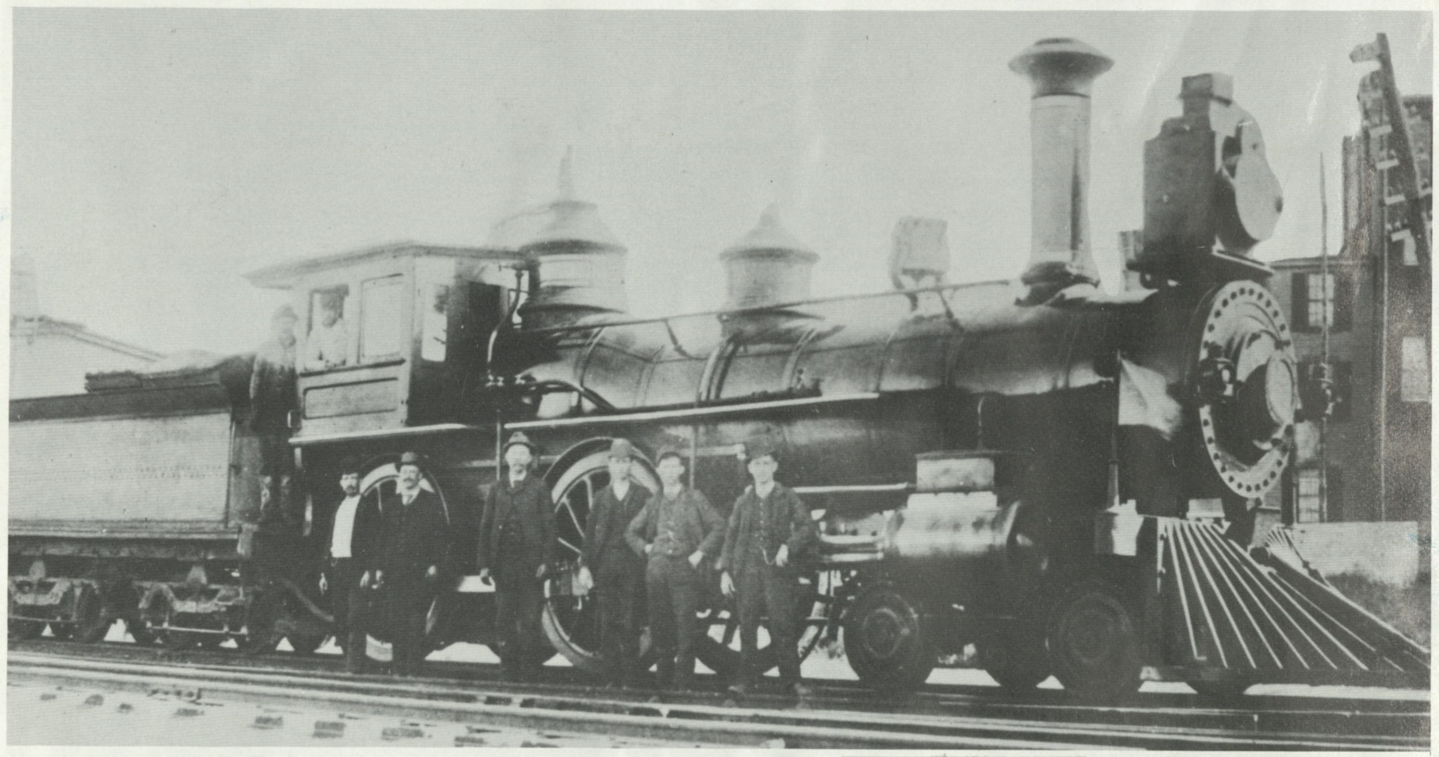
New York & Harlem #15 "Pilot" (15x20-60) was built by Rogers in 1854 (B/N 545). This engine was sold to the Sea Beach R.R. in 1881.



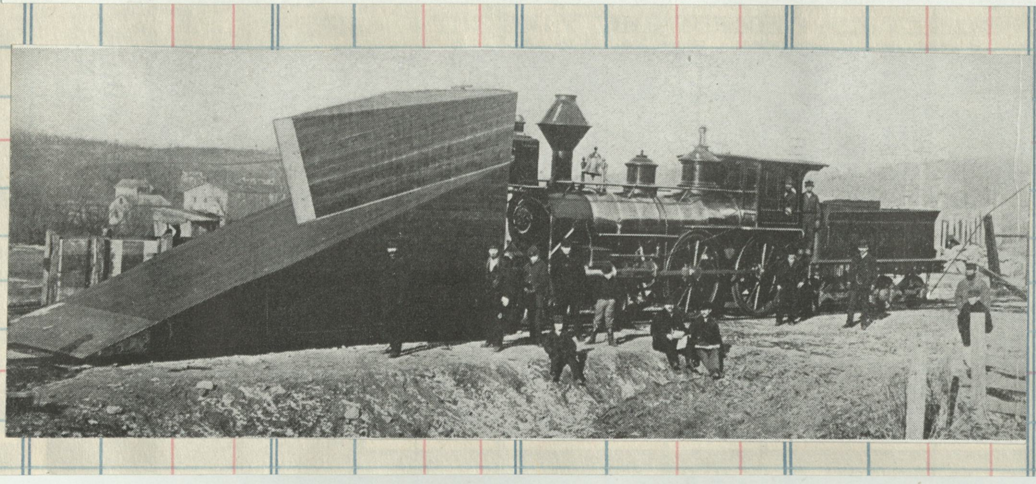
New York & Harlem #37 "J. H. Banker" (16x24-60) was built by Baldwin in 1864 (B/N 1206) and was renumbered 653 in 1886 and 103 just before scrapping in 1890. This photo taken at Boston Corners, N.Y.



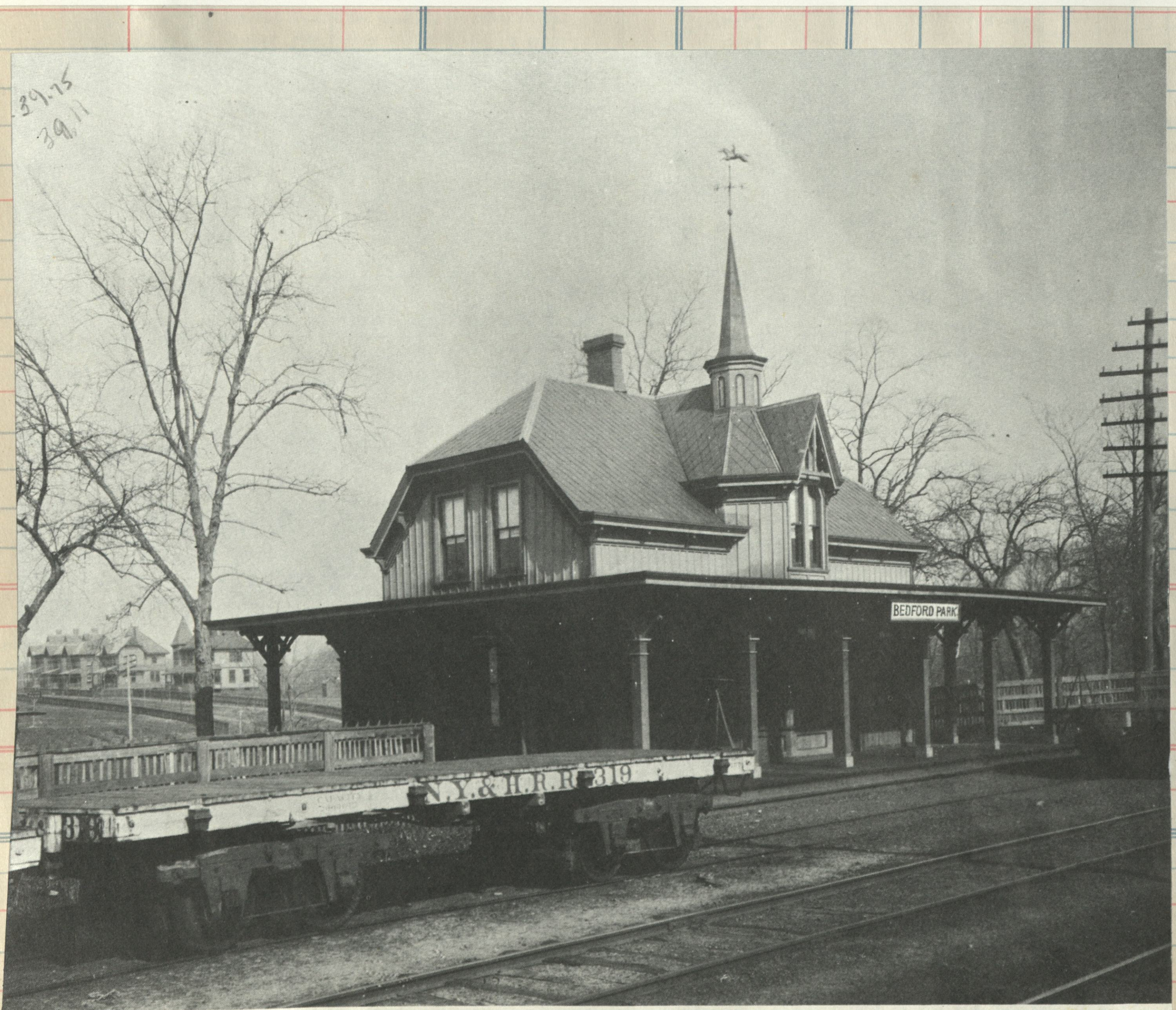
New York & Harlem #41 "President" (16x24-66) was a sister engine to the "Vanderbilt" (Taunton, 1865, B/N 344). This engine was renumbered 657 in 1886, and 815 in 1890.



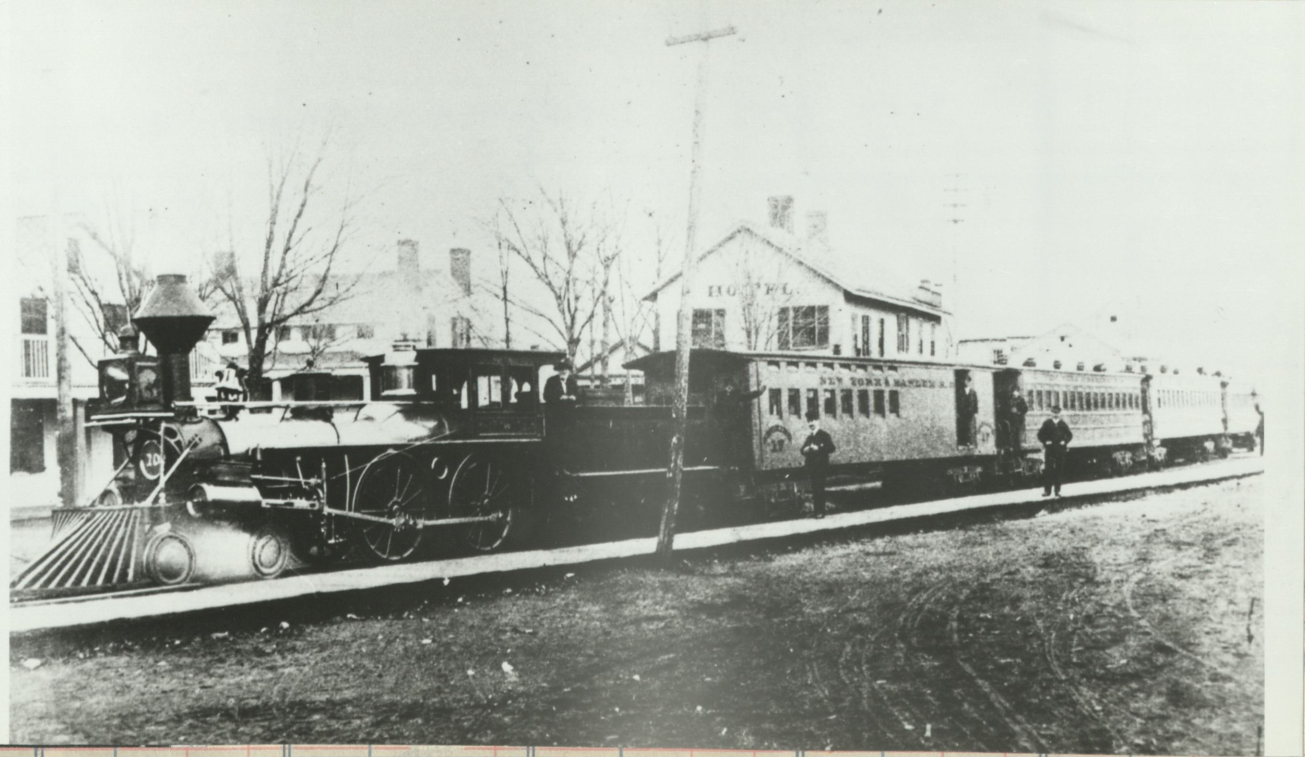
New York & Harlem #18 "Governor Jay" (16x18-66), later renamed 'Isaac C.Buckout was built by Rogers in 1852 (B/N 321).



Eng #26
UNCAS
Rogers 1853
c/n 364



39.75
39.11

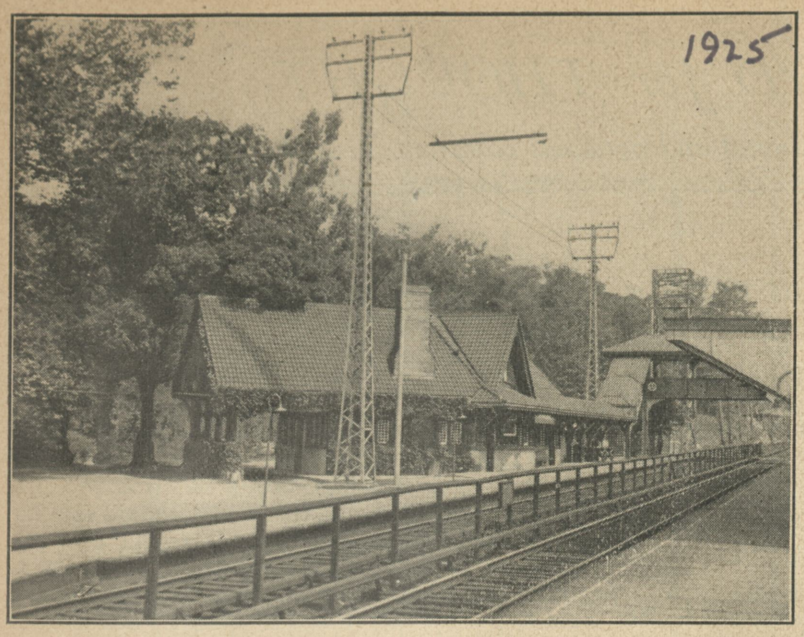


Completed to
the northern
terminal at
Chatham on
Jan 19, 1852

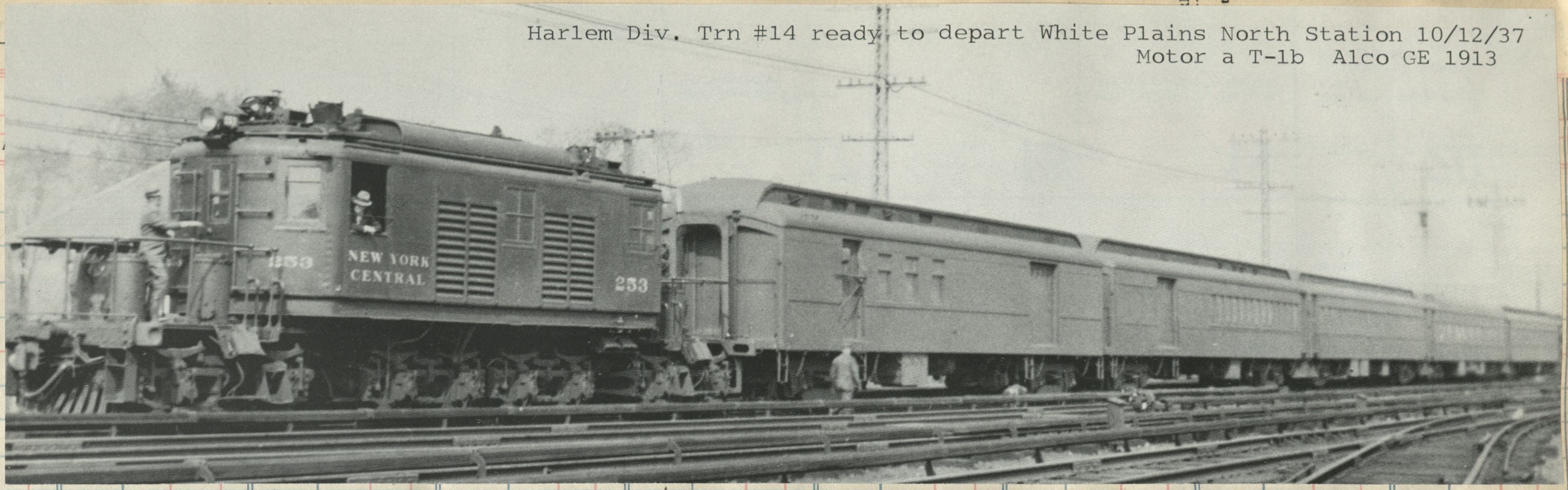
NY&H #10 "TROY" and her train at Chatham. Built by Rogers 1852 c/n 303. Sold to Lebanon Springs #2 in 1880.

Clas. No.

1925

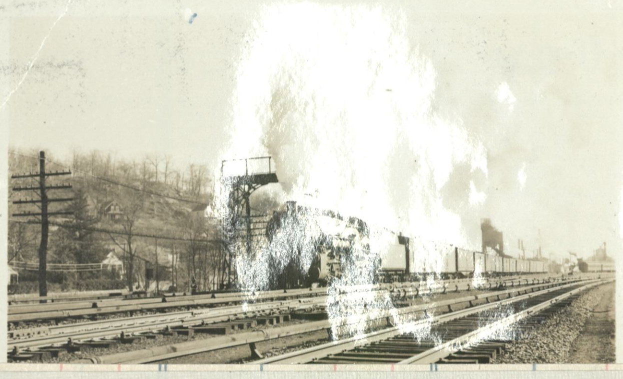


A beautiful suburban station, Scarsdale, on the Harlem Division.

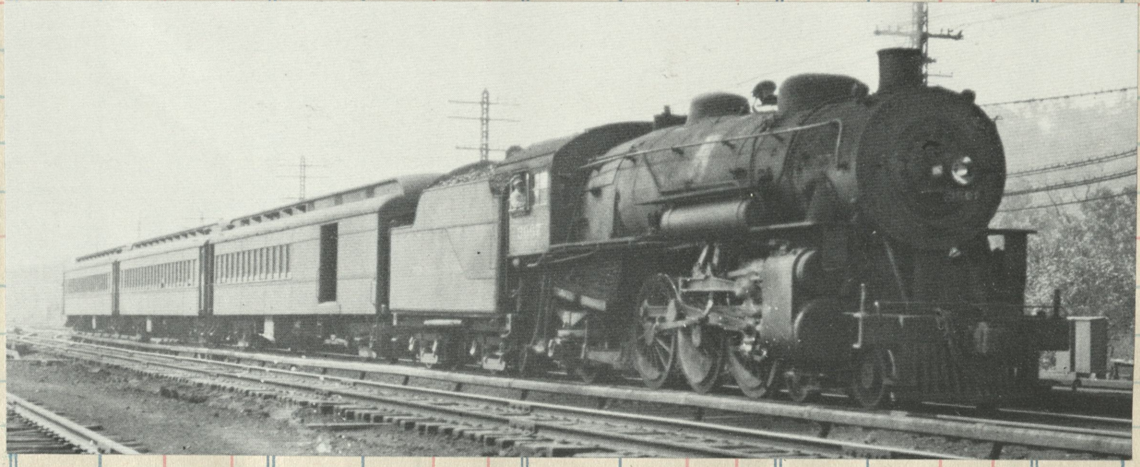


Harlem Div. Trn #14 ready to depart White Plains North Station 10/12/37
Motor a T-1b Alco GE 1913

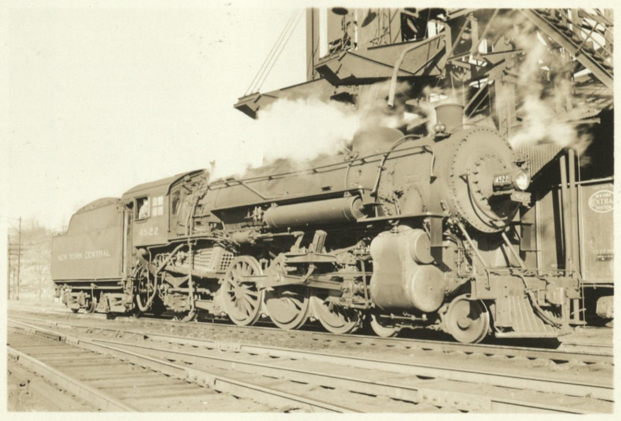
The 4549 K-11e made the last steam run on the Harlem Div Sept 11, 1952



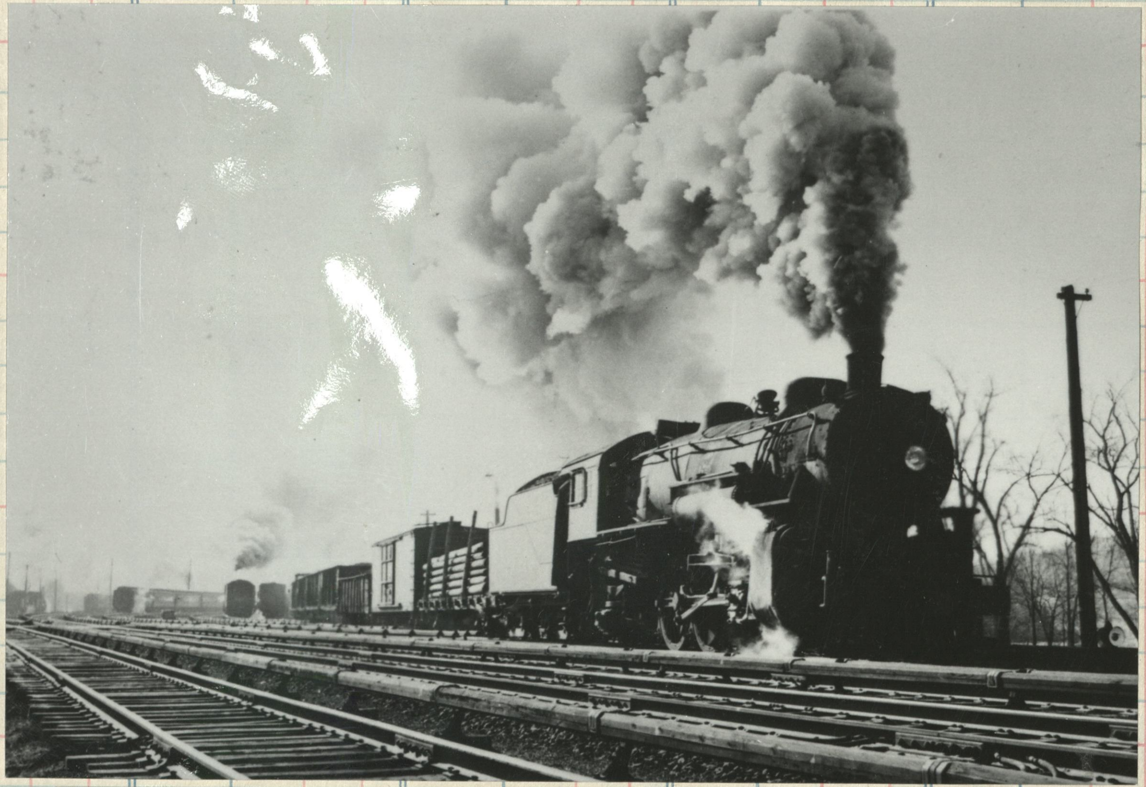
The 'Rutland Milk' was still a respectable train as late as 1941. Here it is leaving WPNS yard with twelve cars behind the 4549.



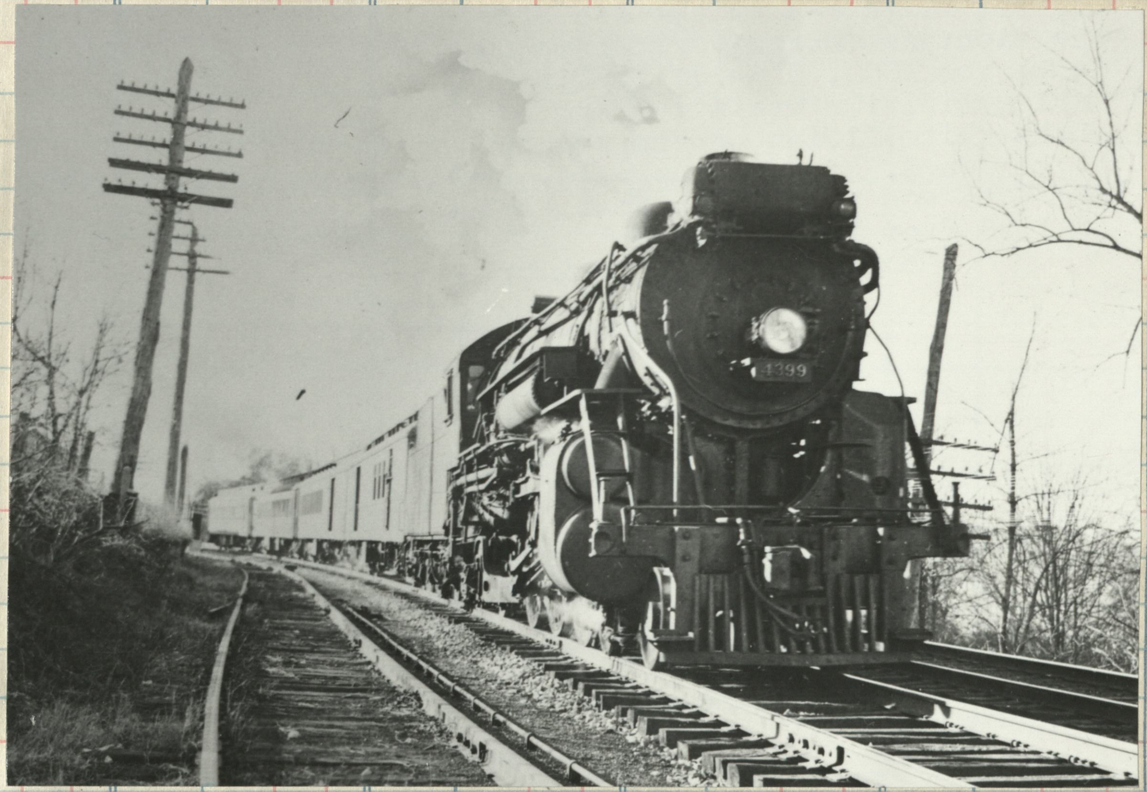
The 3067, a K-11c, [renoed 4467] leads Trn #71 away from North White Plains



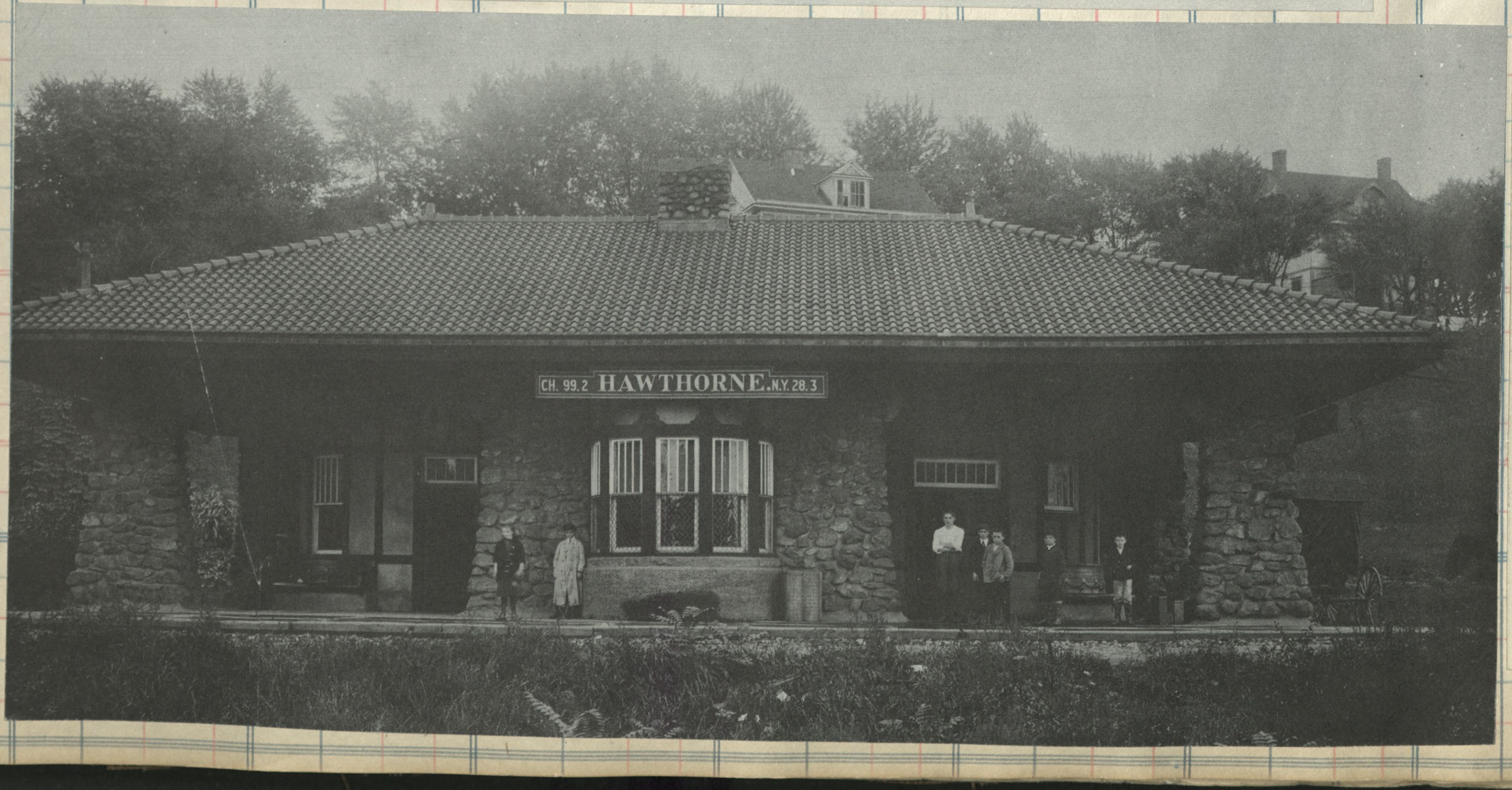
4522, K-11d, under the coal dock at WPNS McK



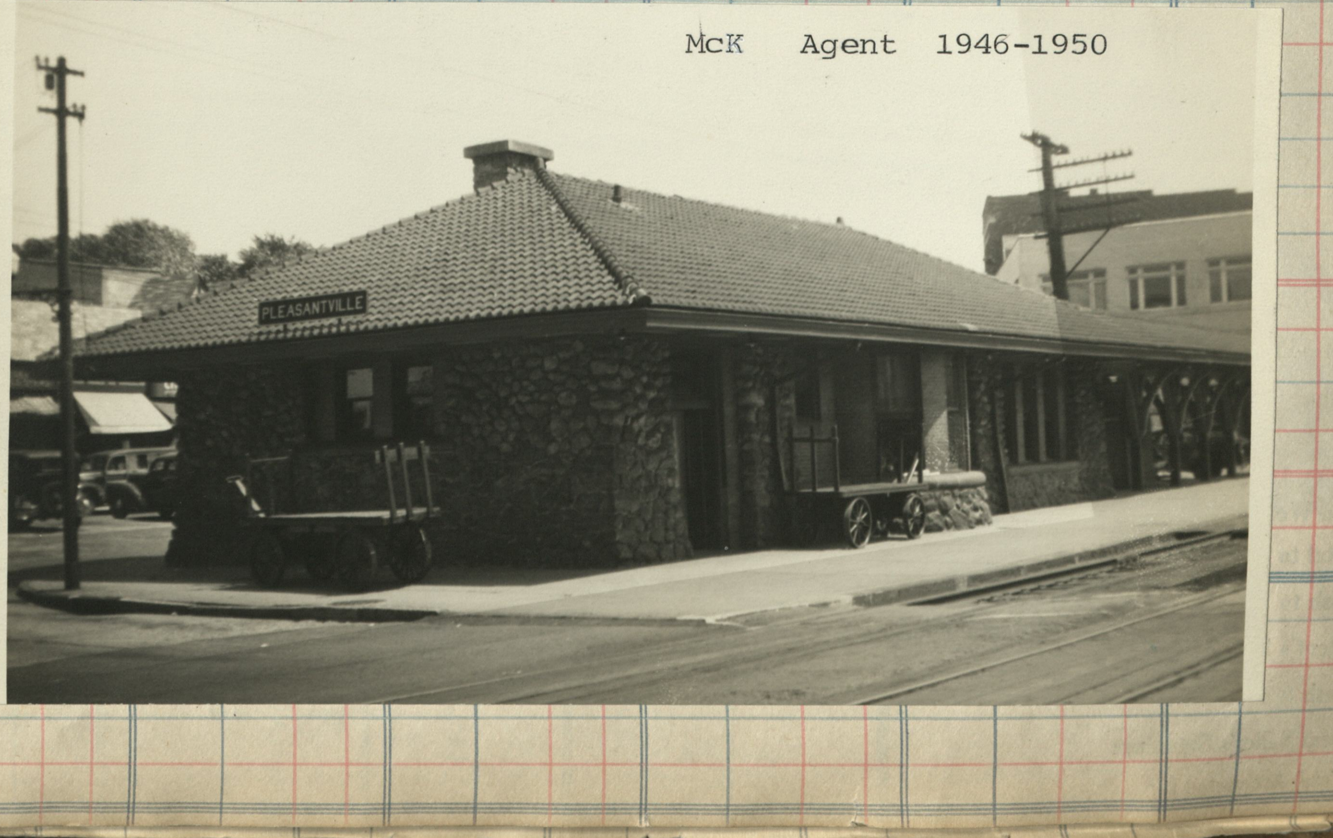
Trn JU-1, the WPNS-Put Jct traveling switcher, storms out of the yard at North White Plains behind the 4560, K-11e, on 1/14/41 McK foto



Masquerading as a K-5 the 4399 K-14f, [ex K-11f 3193] departs W.P.N.S. with Trn #5 on Jan 14, 1941 McK foto



McK Agent 1946-1950



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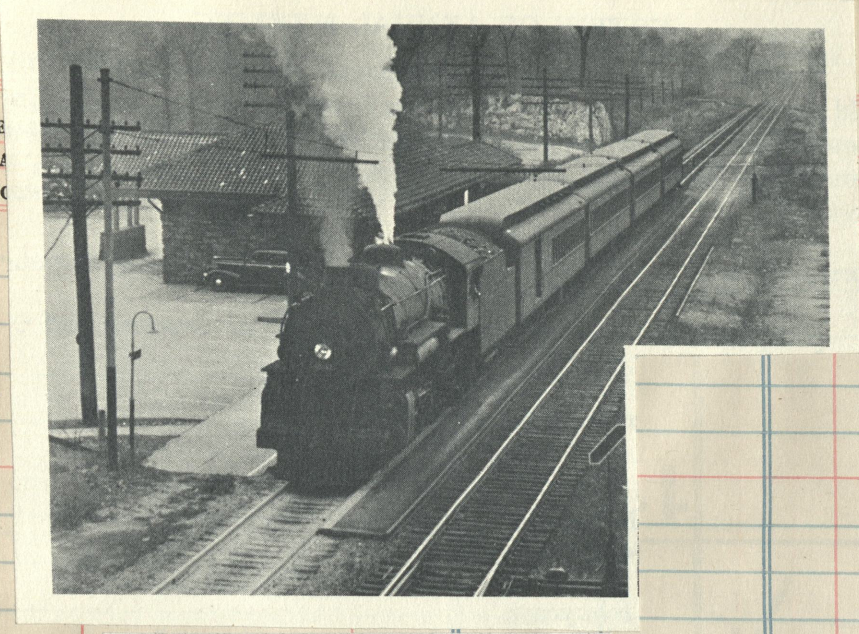
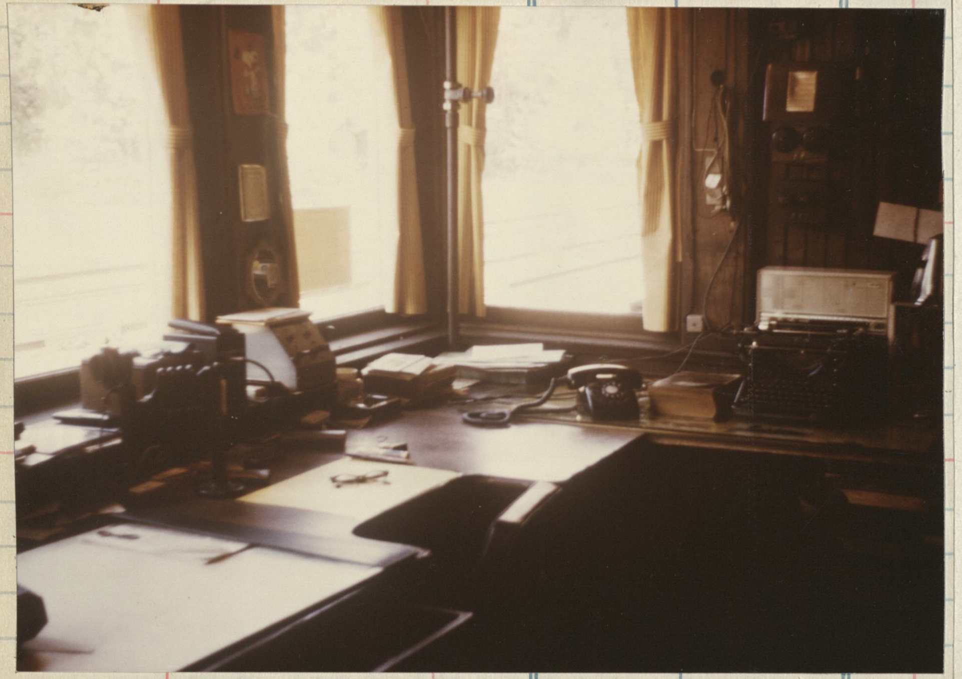
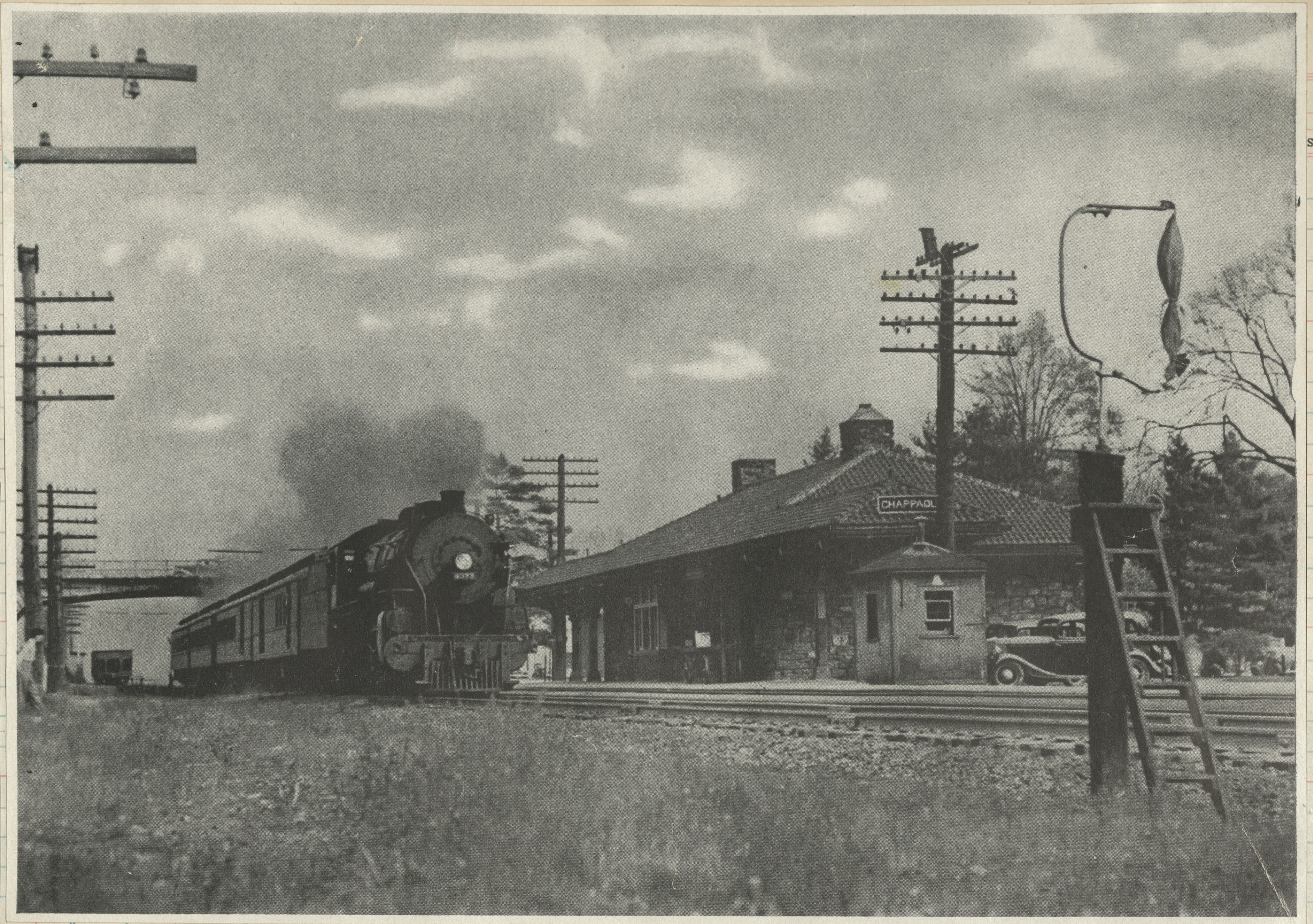


Trn #71 at Chappaqua

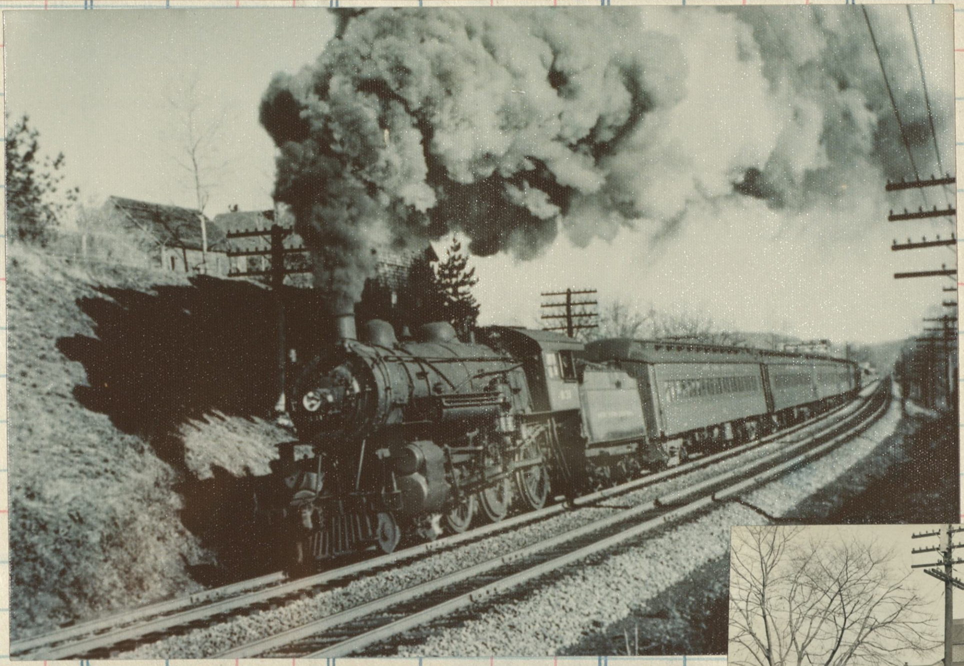


The n.w. corner of the office at "QA"

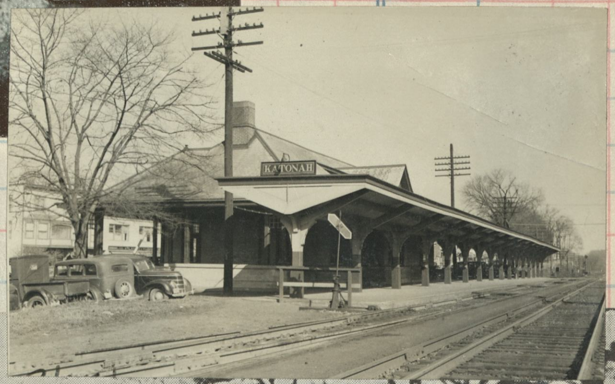


CHAPPAQUA..Once residence of the 'liberal' newspaperman Horace Greeley and also of former president of the New York Central A. H. Smith. This Upper Westchester community still houses numerous V I P's. Here's eastbound Trn #14 sailing thru town behind the 4393, a K-14c 4-6-2, (org K-11c 3052) and will pick up the 1st class mail pouch on the fly. McK Agent here 1971-1975.

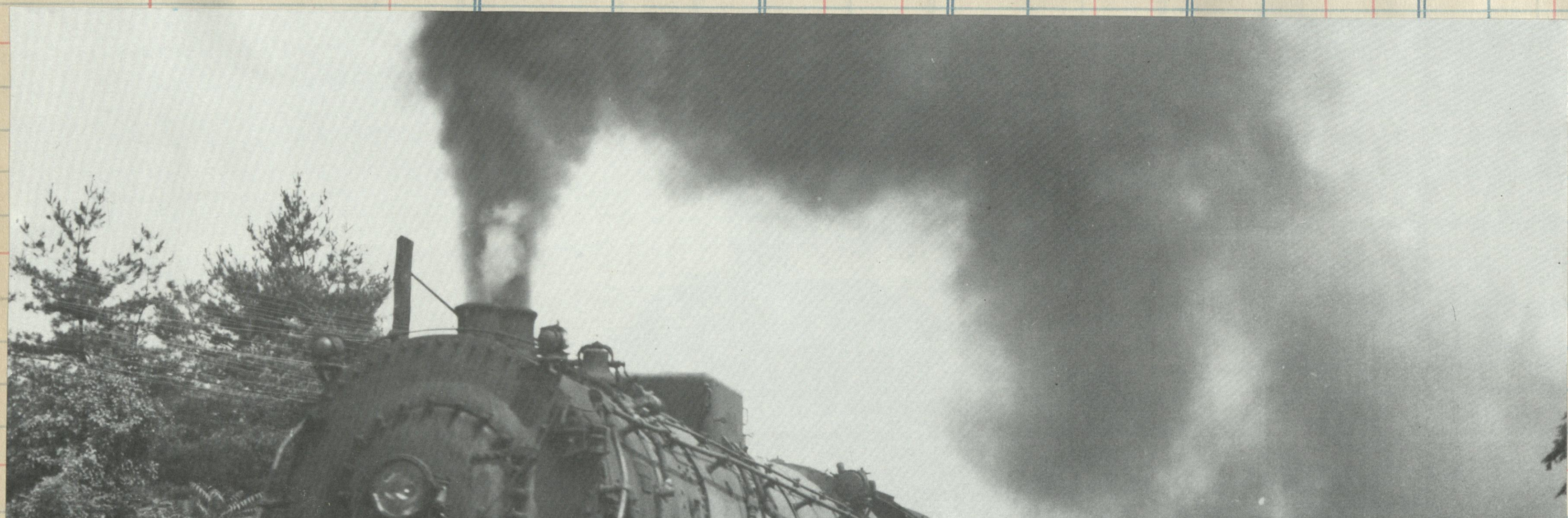
Sold Amount



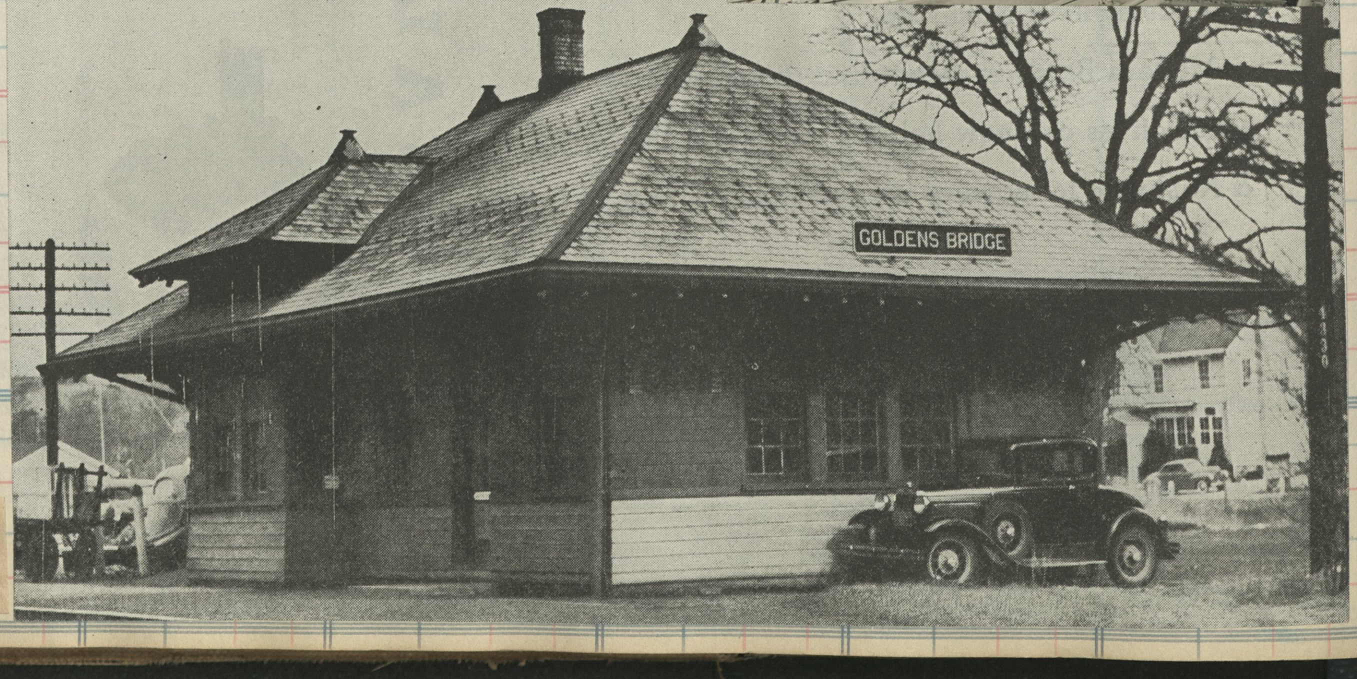
Trn #30, Mahopac to G.C.T., whips out of Katonah on March 27, 1941. Power is Ten wheeler #831.
McK foto



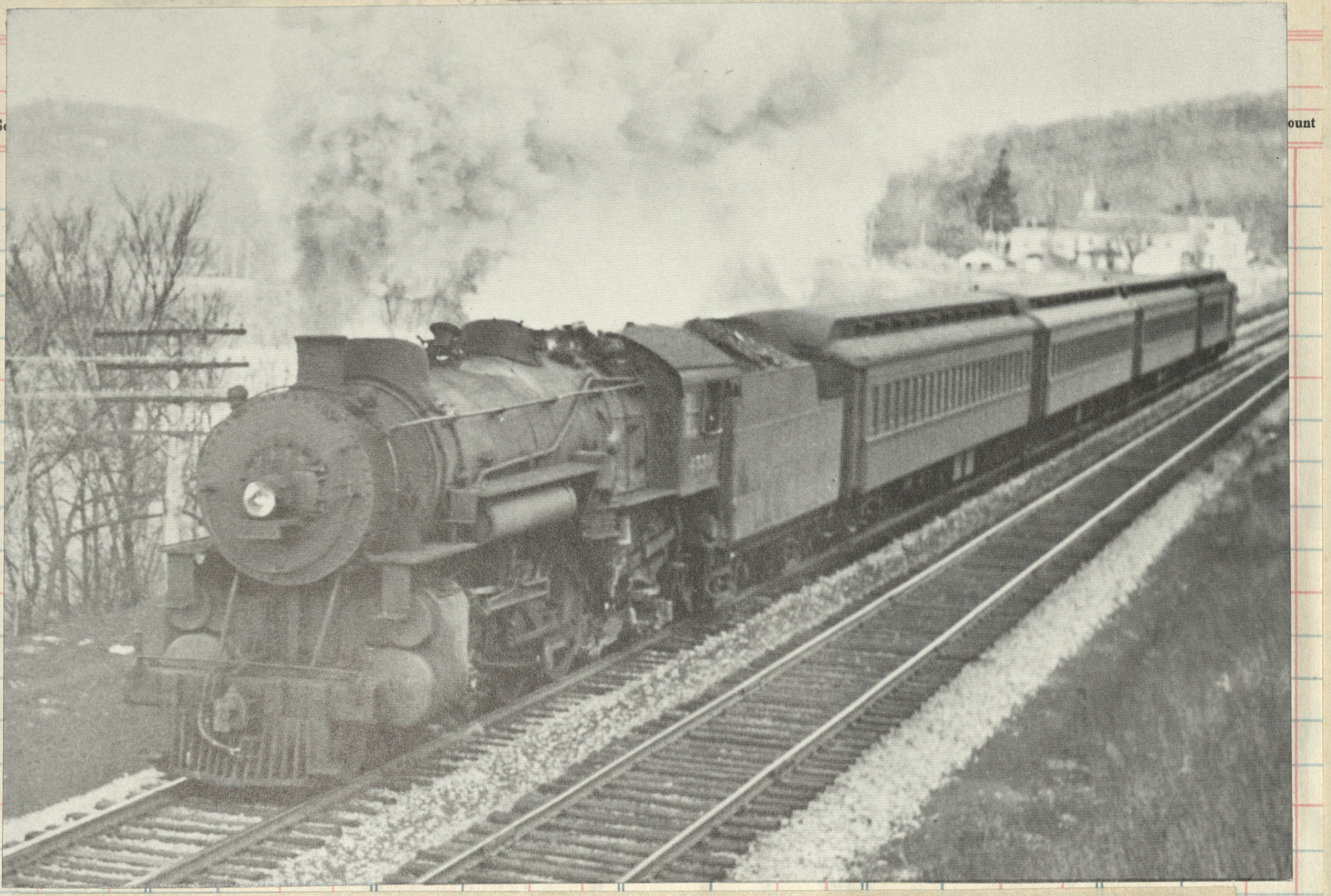
3/29/41



Several of the Boston & Albany 4-6-4's were assigned to the Harlem Division in the late 1940's. This is Trn #13, a Saturday only New York to North Adams express, blasting thru Valhalla on July 8, 1950. foto by Ed May



Total Accounted for



K-11e 4550 departs Croton Falls with Trn #42 Jan 12, 1941 McK foto

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NEW YORK CENTRAL SYSTEM

J. J. DANHOF, JR.
DIVISION SUPERINTENDENT
L. A. BAGGERLY
TRANSPORTATION SUPERINTENDENT

466 LEXINGTON AVENUE
NEW YORK, N. Y. 10017

August 19, 1965

File: Q-McKnight

Mr. Forest R. McKnight,
Tel-Clk-Leverman, Brewster.

Dear Mr. McKnight:

I am pleased to enclose herewith letter from Mr. L. B. Fee, Vice President Employe Relations, congratulating you on completion of twenty-five years of continuous service with the New York Central System as of this month.

As outlined in attached letter, it is a record of which you may be proud and I wish to add my personal congratulations, as well as those of Mr. Danhof.

It is my earnest hope that your continuous service will be continued for many more years, and with all good wishes for the future, I am

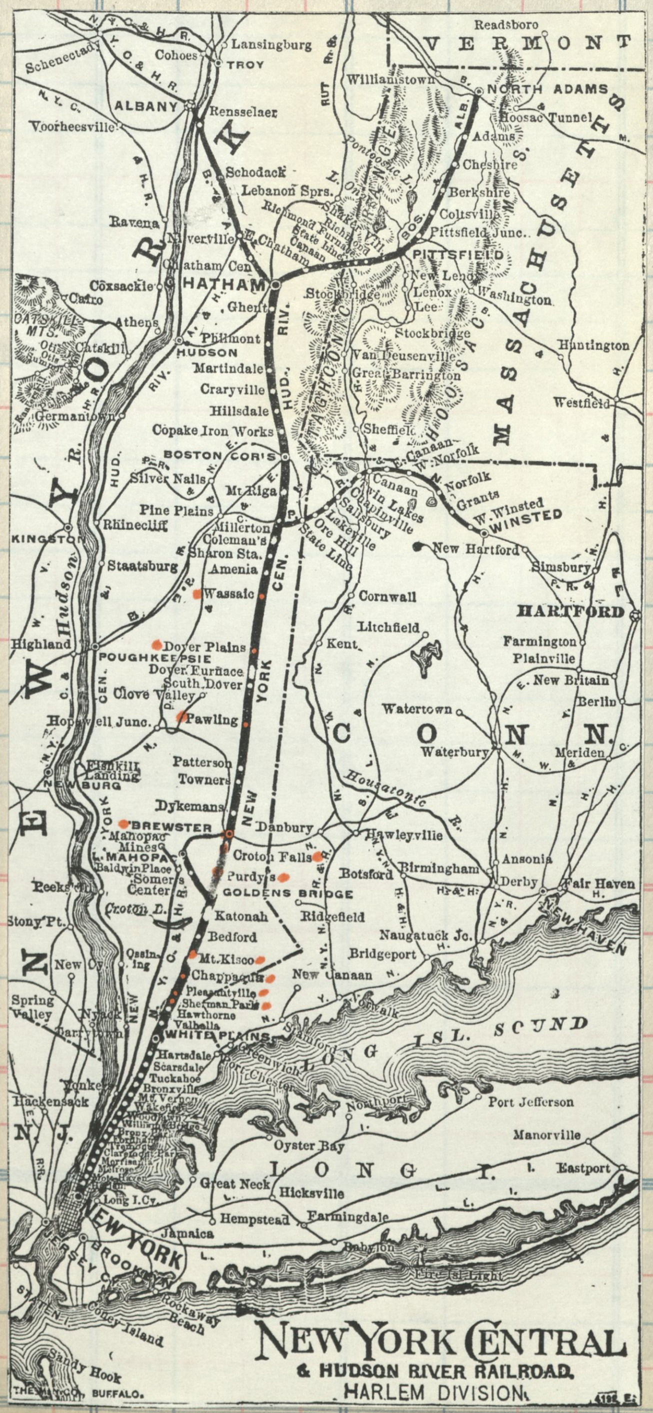
Sincerely,

L. A. Baggerly

Transportation Superintendent.

Sta
Point?
CF

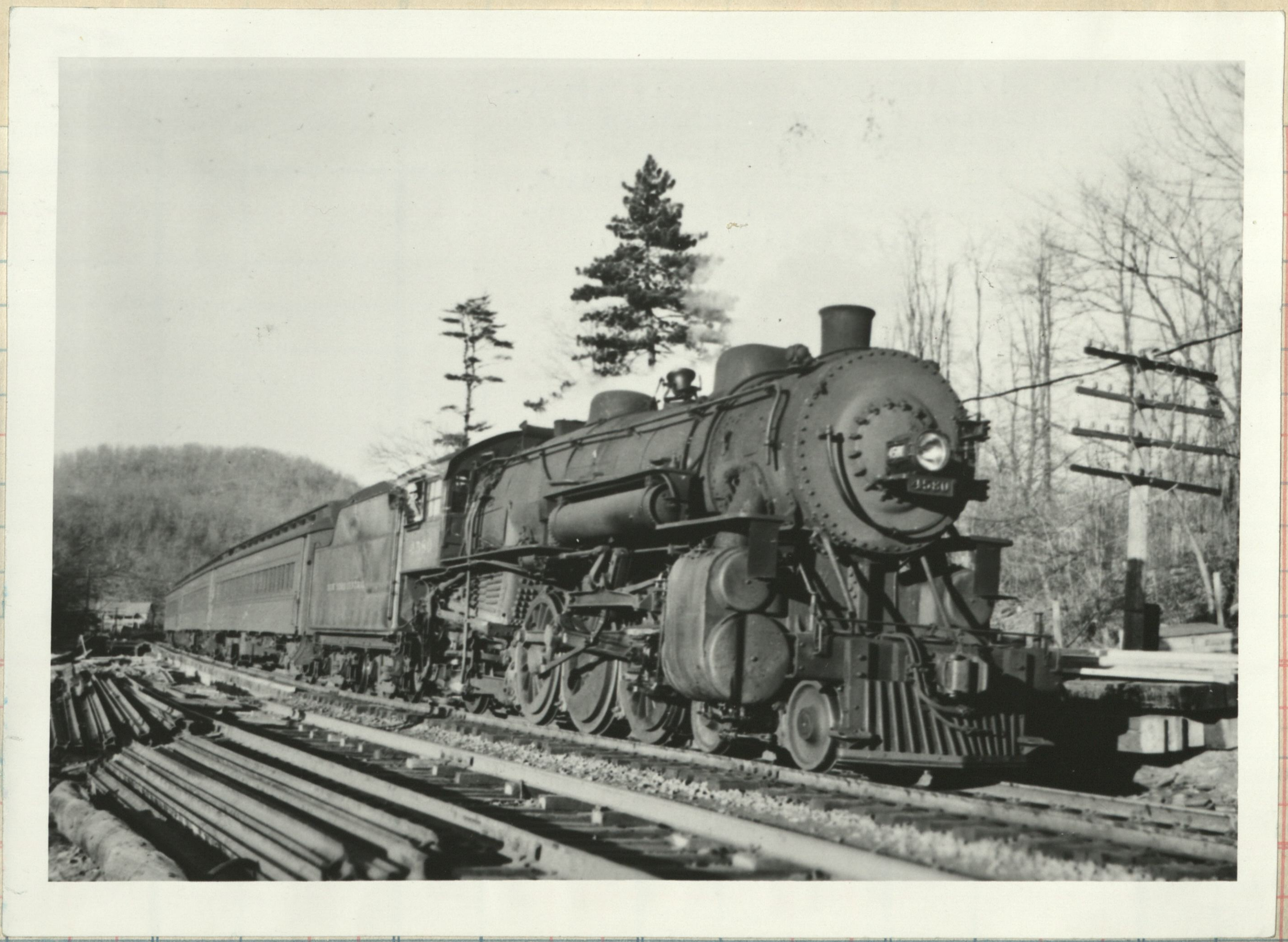
at Croton Falls



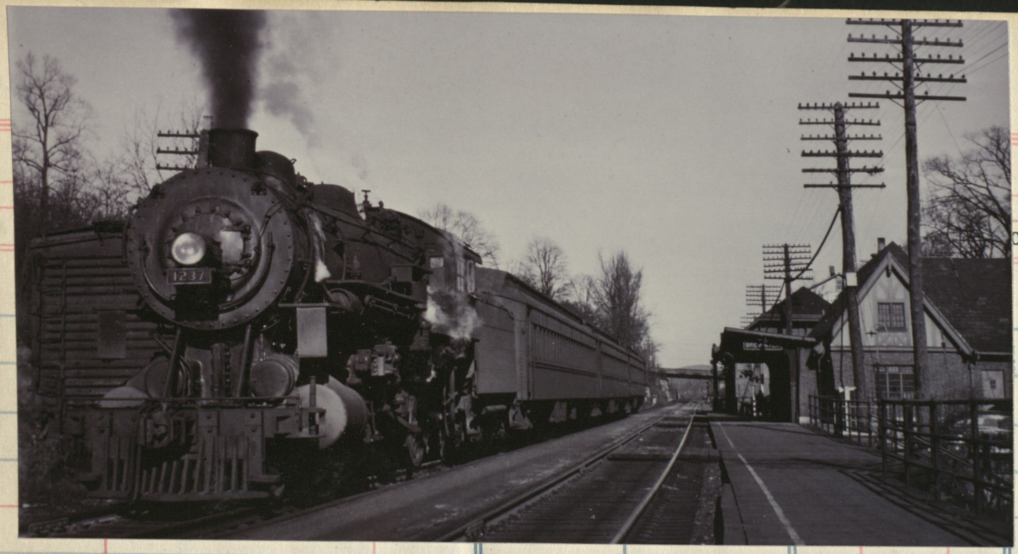
Trn #18 4536 1/12/41 K

Trn #20 4469 12/31/40 K

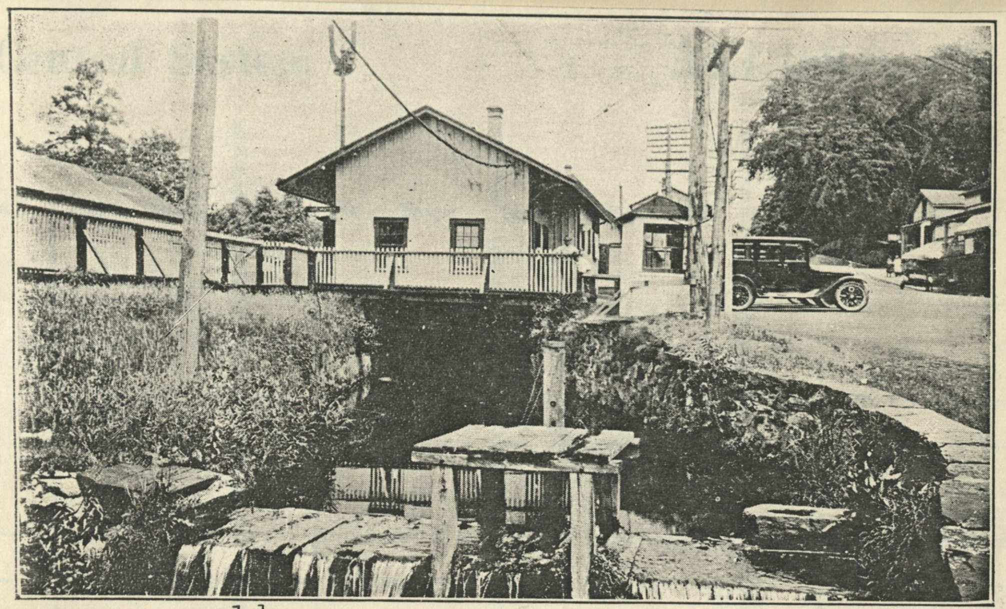
Trn #11 4542 12/31/40 K



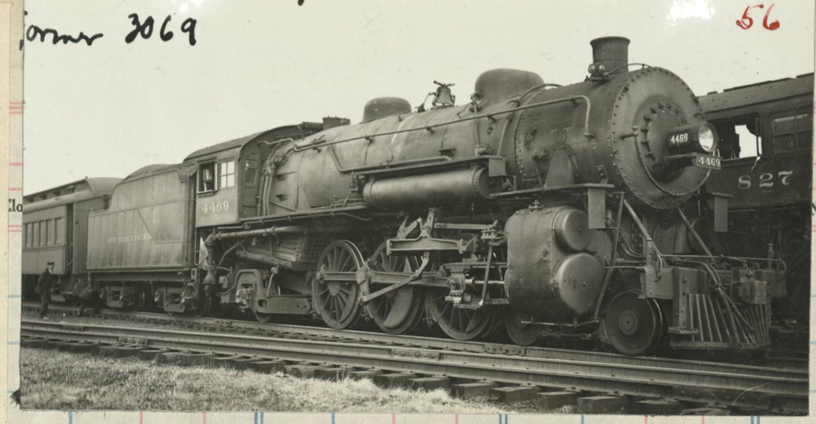
Trn #60 crawls thru the bridge construction over the Croton River at Croton Falls March 1941. Eng is the 4580, a K-11f class. McK



Putnam Div Trn at the [new] Brewster Sta



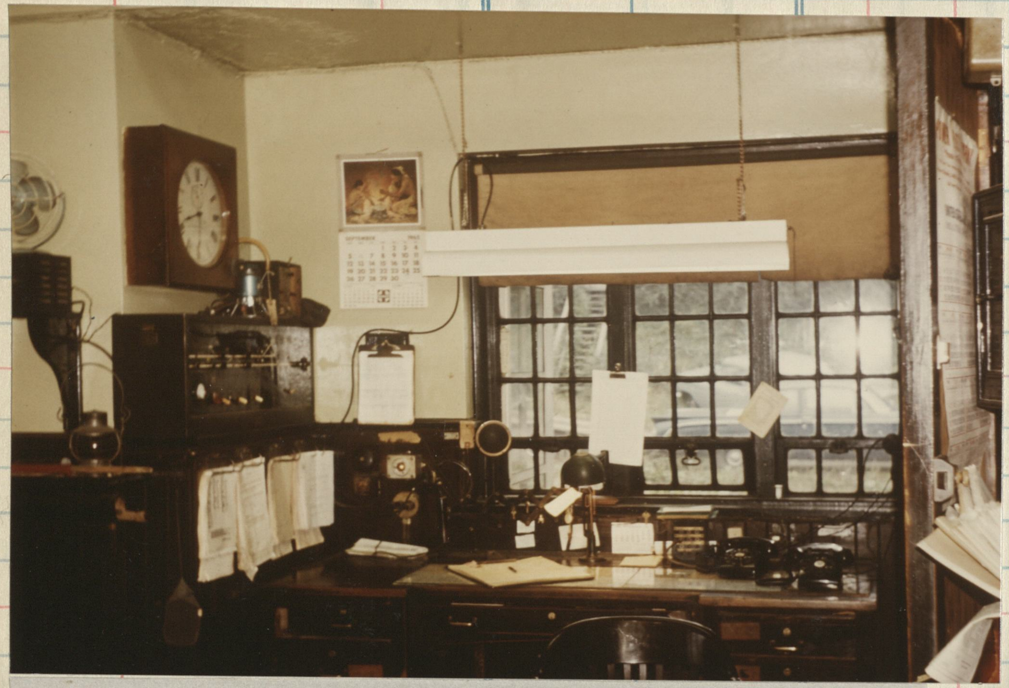
old RAILROAD STATION, Brewster, N. Y. NYC STA



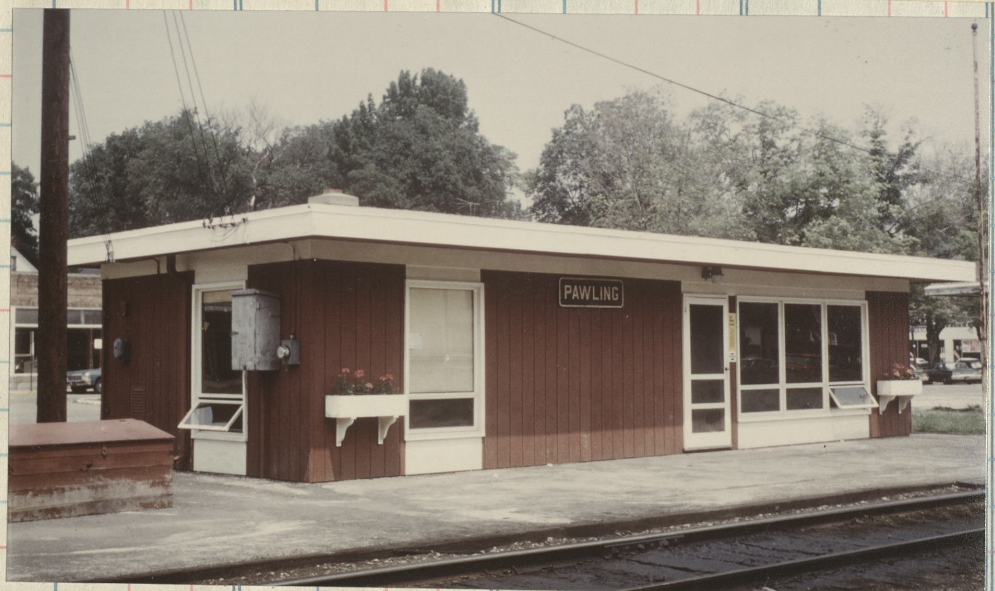
ormer 3069

56

K-11c 4469 couples up at Putnam Jct
1936 Ed May foto



The "Snake Pit", the office at Brewster where
held down first trick as Tele-Clk-Leverman.
Three jobs-one paycheck! (1963-1966)

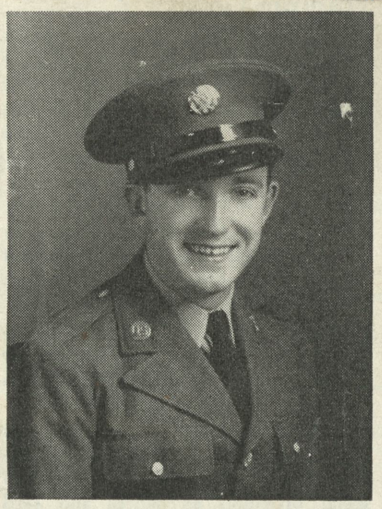


As Agent here-1966-1970

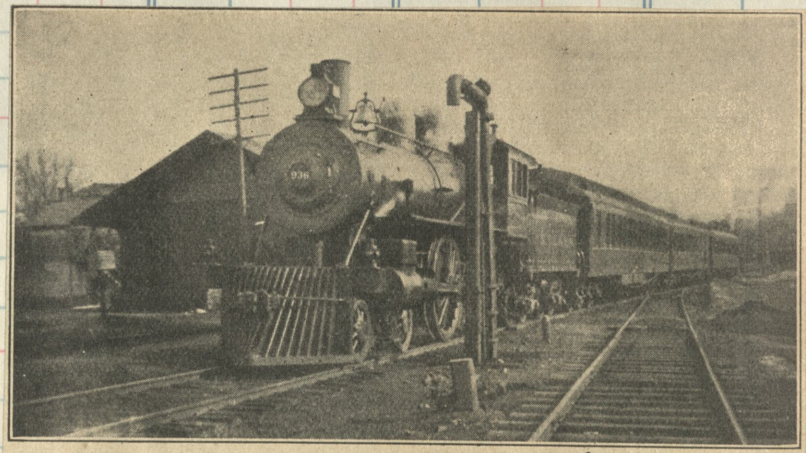
Party Time at Pawling-December 20, 1967

L to R...Ed Whalen, Conductor-McK-Gilbert
Green, Engineer

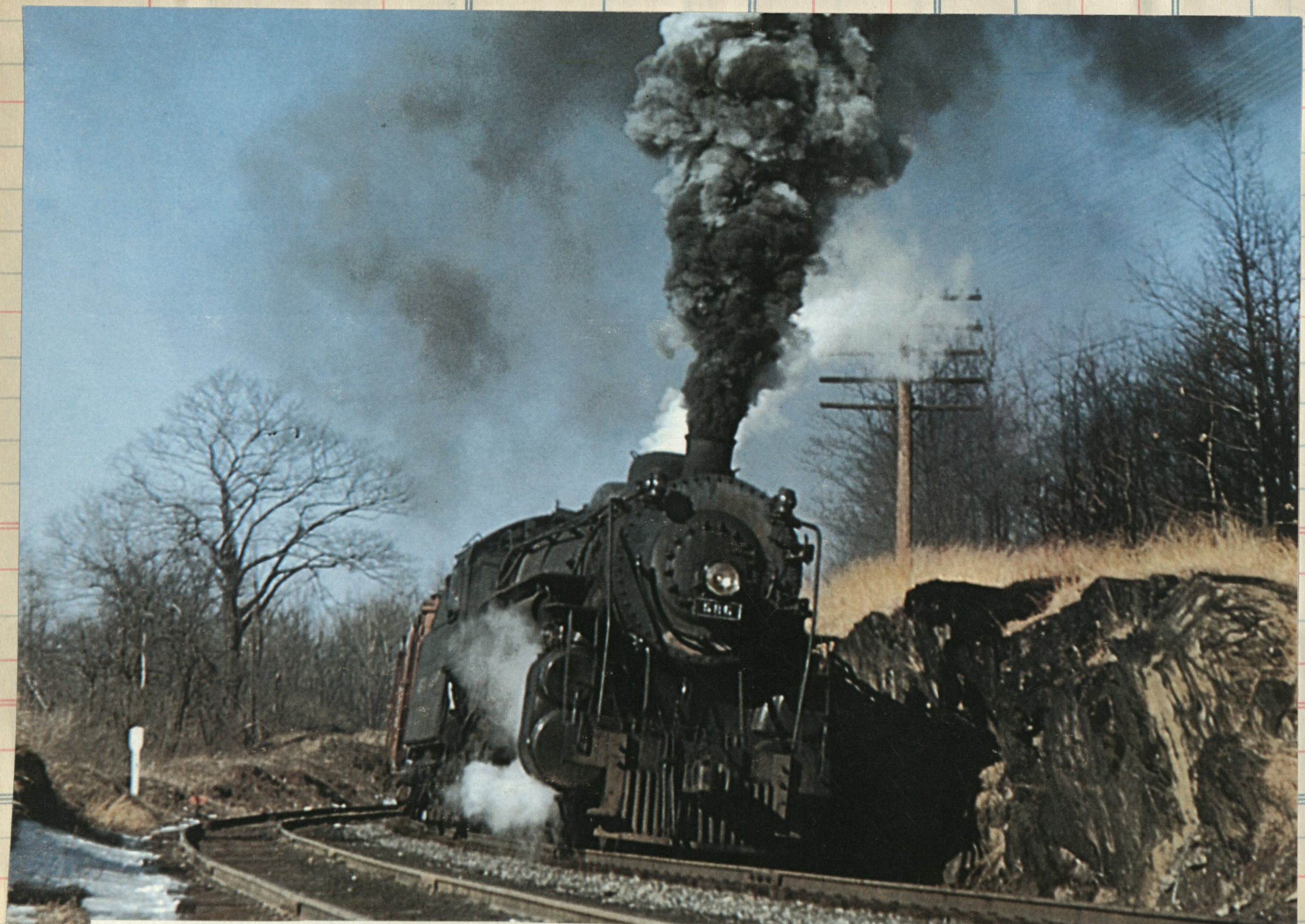
Dover Plains. My first job
on the Harlem, second trick
August-September 1940



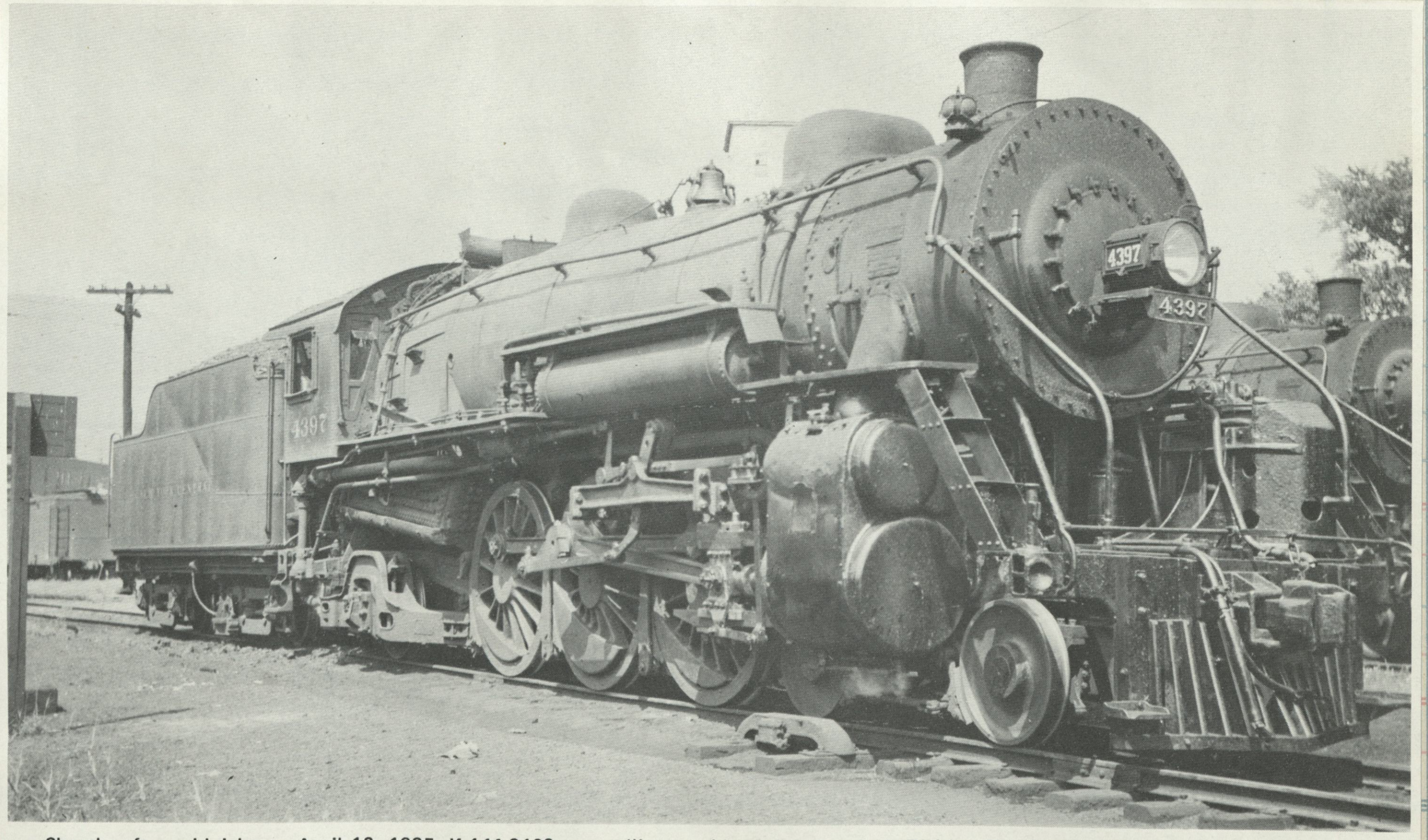
Here is F. R. McKnight, Staff Sergeant in the Signal Corps and a fo ner telegrapher on the Harlem Division. He is the son of O. K. McKnight, Agent at Saranac Inn, N. Y.



Train No. 5, Engine 936, Hillsdale, N. Y., Harlem Division, about 20 years ago. 1905



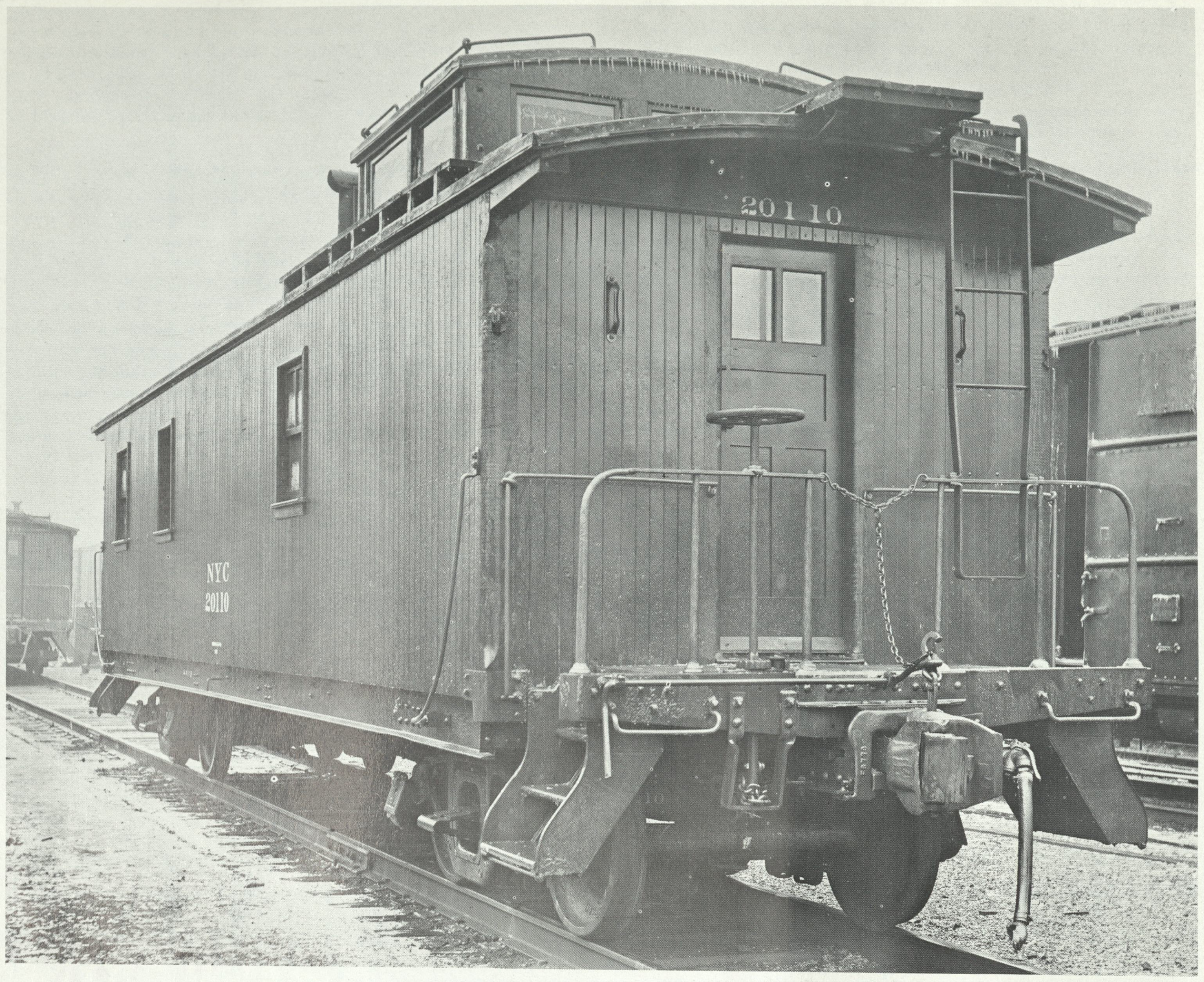
B&A 586 (4-6-2) is digging in with a train of tonnage on the
Harlem Div near Philmont in Dec 1951.



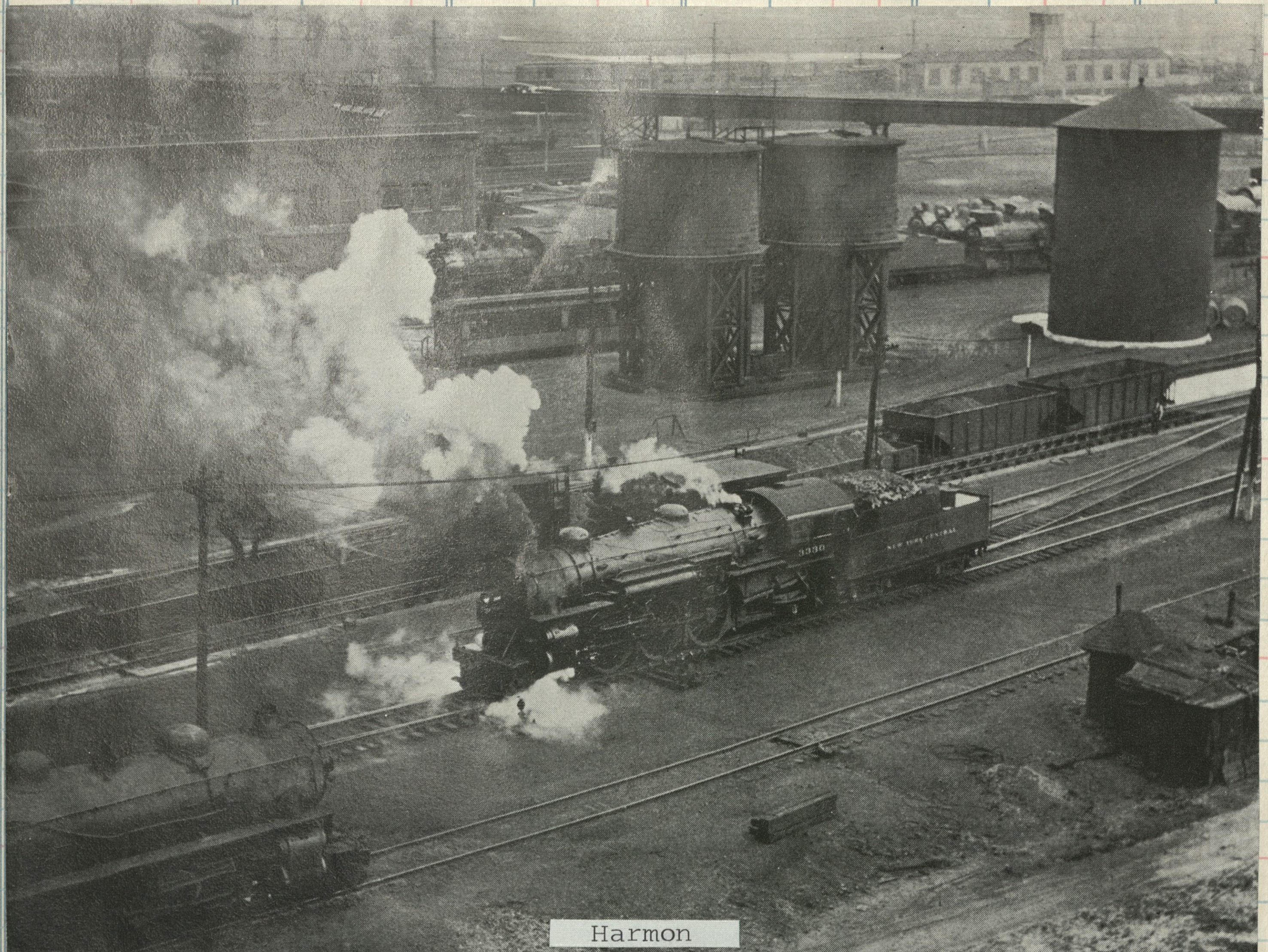
Shortly after midnight on April 12, 1925, K-11f 3183 was pulling southbound Adirondack Division No. 4 and as they were slowly crossing a new fill along Beaver River Flow, the embankment suddenly settled and the 3183 with the mail car and express car slid down into about fifteen feet of water. It took the wrecking crew several attempts to dig the 3183 out of the muck and goo. Sent to West Albany Shops, she emerged in July, 1925 as a rebuilt K-14 and later in the 1936 renumbering she received No. 4397. Here she is shown at North Adams, Mass. in August 29, 1937 while assigned to the Harlem Division.

Photo by Edward L. May

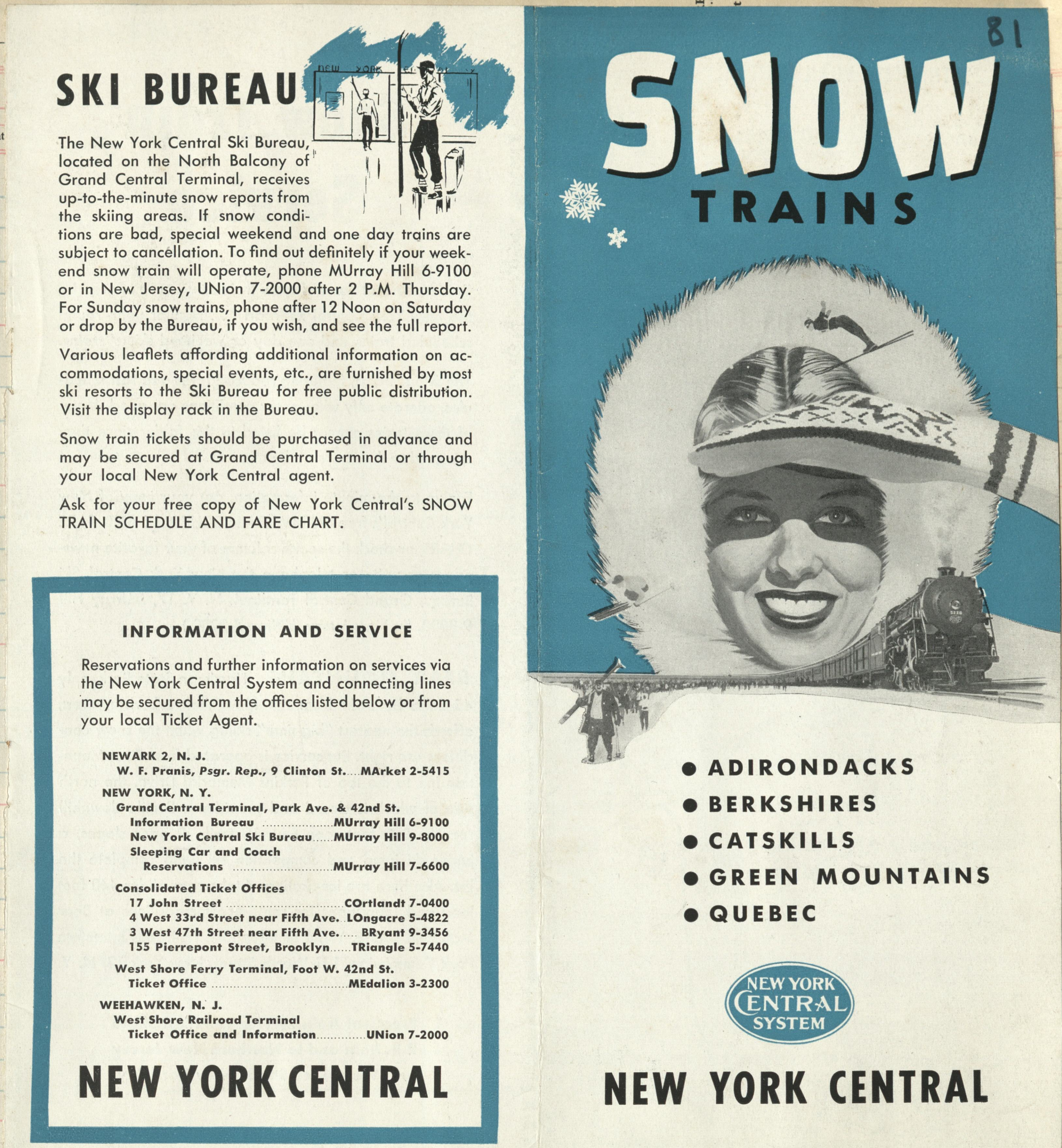
No. Sold Amount



Caboose No. 20110 stands for its "builders" portrait at East Buffalo, N.Y. where it was rebuilt in 1944 from a 1910 era box car. Notice how closely this series of cars follows the general lines of the "standard" N.Y.C. caboose shown in "The Caboose Classics (Part One). There were 50 cars in this series; No. 20100 thru 20149. Most of these, (45) were painted box car red as shown above. Five were painted Vermillion and Gray to match N.Y.C.'s "Pacemaker" high speed freight service equipment. All were built as lot order No. 732, their overall weight was 30 tons. W. D. Edson Collection



Harmon



SKI BUREAU

The New York Central Ski Bureau, located on the North Balcony of Grand Central Terminal, receives up-to-the-minute snow reports from the skiing areas. If snow conditions are bad, special weekend and one day trains are subject to cancellation. To find out definitely if your weekend snow train will operate, phone MUrray Hill 6-9100 or in New Jersey, UNion 7-2000 after 2 P.M. Thursday. For Sunday snow trains, phone after 12 Noon on Saturday or drop by the Bureau, if you wish, and see the full report.

Various leaflets affording additional information on accommodations, special events, etc., are furnished by most ski resorts to the Ski Bureau for free public distribution. Visit the display rack in the Bureau.

Snow train tickets should be purchased in advance and may be secured at Grand Central Terminal or through your local New York Central agent.

Ask for your free copy of New York Central's SNOW TRAIN SCHEDULE AND FARE CHART.

INFORMATION AND SERVICE

Reservations and further information on services via the New York Central System and connecting lines may be secured from the offices listed below or from your local Ticket Agent.

NEWARK 2, N. J.	
W. F. Pranis, *Psgr. Rep.*, 9 Clinton St.	**MArket 2-5415**
NEW YORK, N. Y.	
Grand Central Terminal, Park Ave. & 42nd St.	
Information Bureau	**MUrray Hill 6-9100**
New York Central Ski Bureau	**MUrray Hill 9-8000**
Sleeping Car and Coach Reservations	**MUrray Hill 7-6600**
Consolidated Ticket Offices	
17 John Street	**COrtlandt 7-0400**
4 West 33rd Street near Fifth Ave.	**LOngacre 5-4822**
3 West 47th Street near Fifth Ave.	**BRyant 9-3456**
155 Pierrepont Street, Brooklyn	**TRiangle 5-7440**
West Shore Ferry Terminal, Foot W. 42nd St.	
Ticket Office	**MEdalion 3-2300**
WEEHAWKEN, N. J.	
West Shore Railroad Terminal	
Ticket Office and Information	**UNion 7-2000**

NEW YORK CENTRAL

B-7799-30M-12-46 PRINTED IN U.S.A.

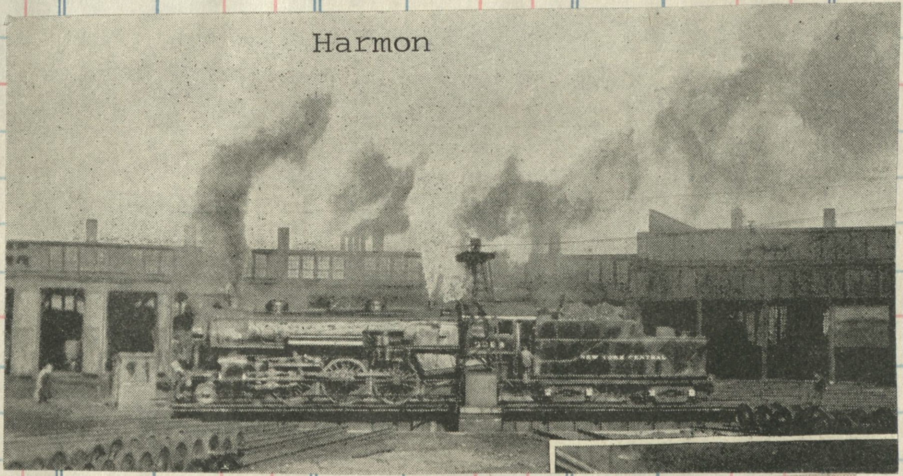
SNOW
TRAINS

- ADIRONDACKS
- BERKSHIRES
- CATSKILLS
- GREEN MOUNTAINS
- QUEBEC

NEW YORK CENTRAL SYSTEM

NEW YORK CENTRAL

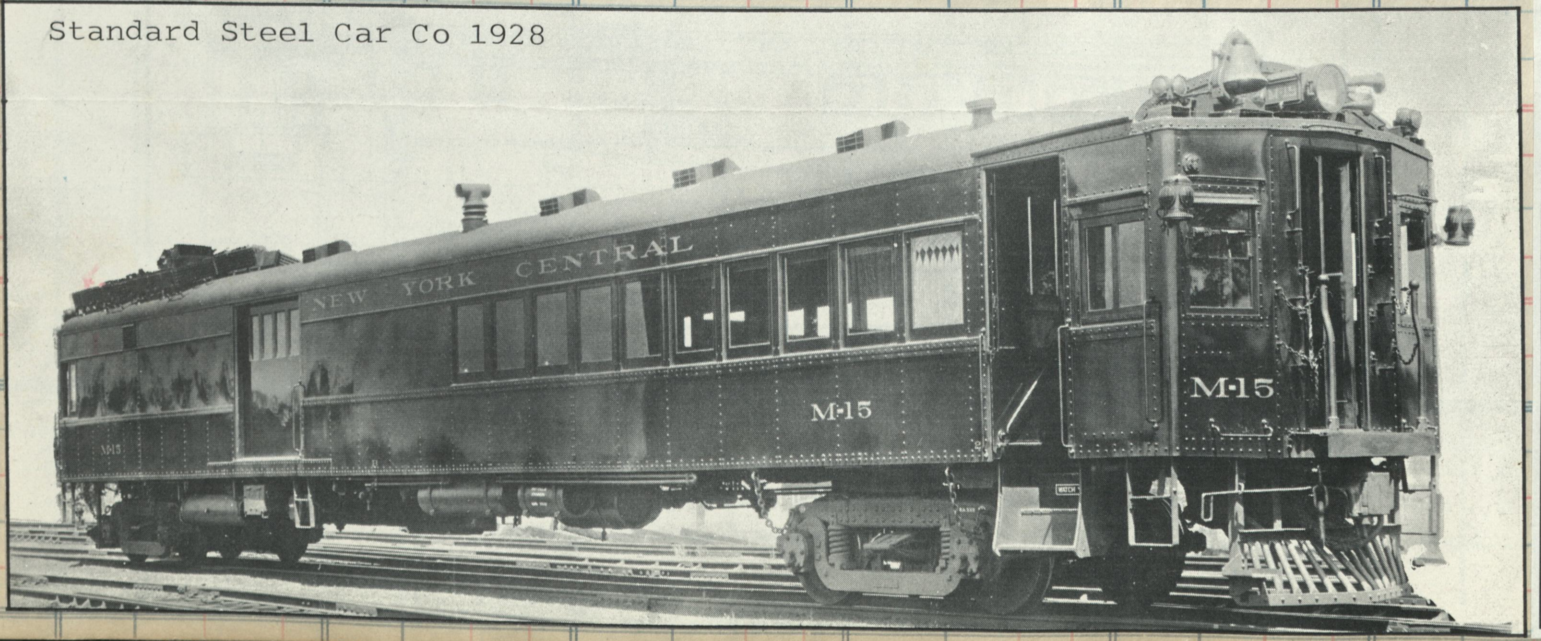
1946



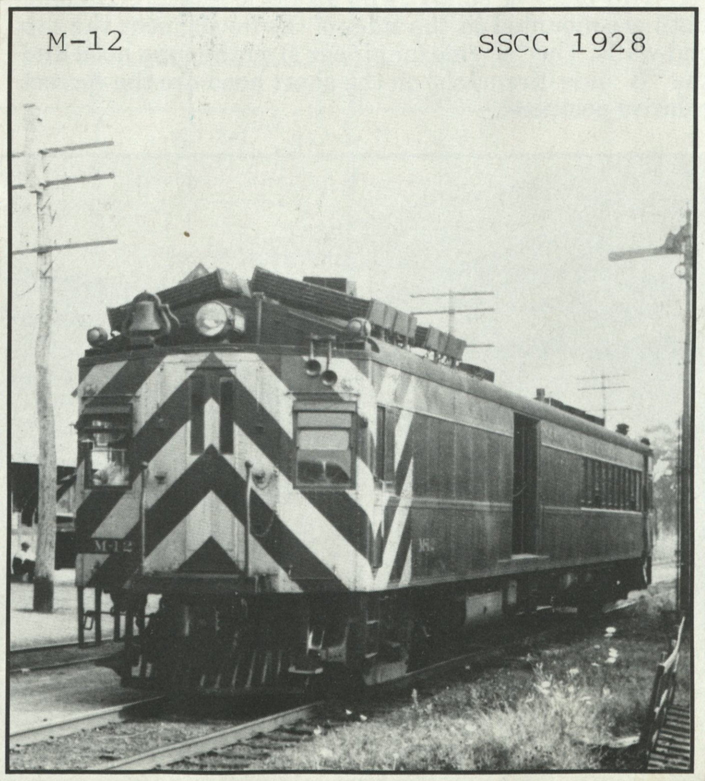
Harmon

New 31 stall house opened 3/19/28

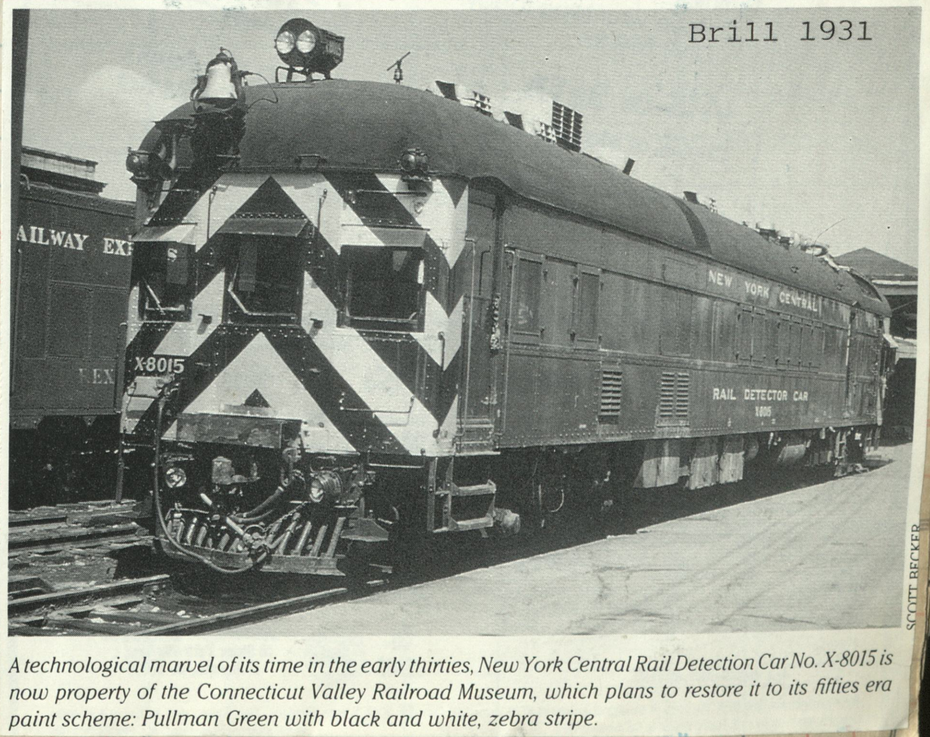
78 Harmon



Standard Steel Car Co 1928

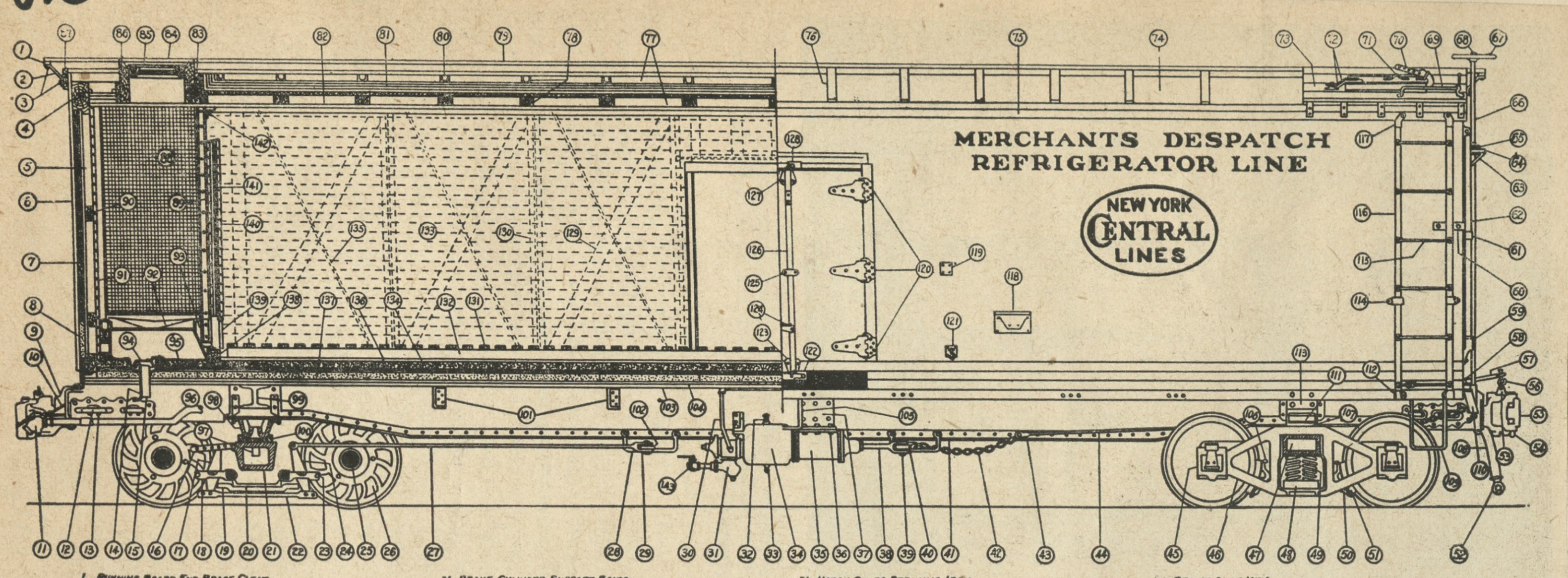


M-12 SSCC 1928



Brill 1931

A technological marvel of its time in the early thirties, New York Central Rail Detection Car No. X-8015 is now property of the Connecticut Valley Railroad Museum, which plans to restore it to its fifties era paint scheme: Pullman Green with black and white, zebra stripe.



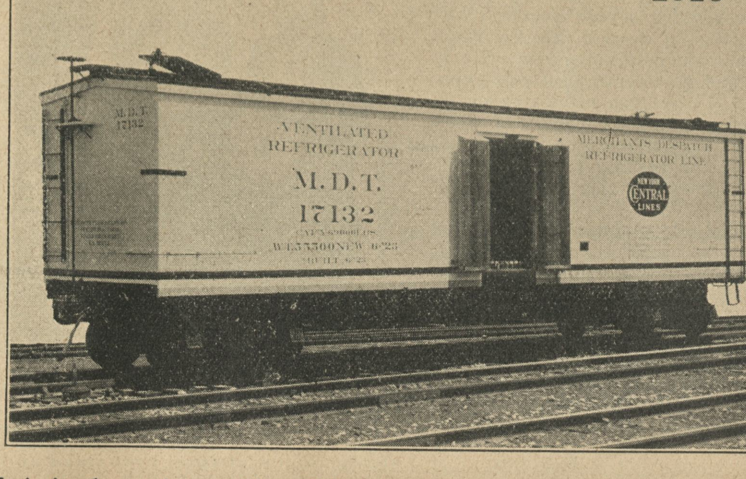
1 RUNNING BOARD END BRACE CLEAT
2 RUNNING BOARD END BRACE
3 RUNNING BOARD END BRACE BOLTS
4 END PLATE
5 AIR SPACE
6 END SHEATHING
7 FOUR PLY HAIRFELT INSULATION
8 TWO INCH CORK INSULATION
9 COUPLER STRIKING CASTING
10 ANGLE COCK AND AIR BRAKE PIPE SUPPORT
11 ANGLE COCK
12 DRAFT CROSS KEY
13 DRAFT CROSS KEY "U" COTTER
14 WELL TRAP AGITATOR
15 DRIP TUBE
16 DEAD LEVER GUIDE
17 DEAD LEVER
18 BRAKE BEAM STRUCT
19 BRAKE BEAM SAFETY ANGLE IRON
20 SPRING PLANK
21 TRUCK BOLSTER
22 BOTTOM BRAKE CONNECTION
23 BRAKE BEAM TRUSS
24 LIVE LEVER
25 AXLE
26 WHEEL
27 BRAKE CONNECTING ROD
28 BRAKE LEVER SUPPORT OR CARRIER
29 BRAKE LEVER PIN
30 AIR BRAKE PRESSURE RETAINING PIPE
31 TRIPLE VALVE
32 AIR RESERVOIR RELEASE VALVE
33 AIR RESERVOIR DRAIN VALVE
34 AIR RESERVOIR
35 BRAKE CYLINDER
36 BRAKE CYLINDER SUPPORT BOLTS
37 BRAKE CYLINDER BRACKET
38 PISTON PUSH ROD
39 KEY BOLT
40 BRAKE LEVER
41 STEEL CENTER SILLS
42 HAND BRAKE CONNECTING CHAIN
43 HAND BRAKE ROD JAWS
44 HAND BRAKE ROD
45 JOURNAL BOX
46 CAST STEEL TRUCK SIDE FRAME
47 TRUCK BOLSTER
48 TRUCK SPRING BLOCK
49 TRUCK SPRING
50 BRAKE HEAD
51 BRAKE SHOE
52 AIR HOSE COUPLING
53 COUPLER KNUCKLE LOCK
54 COUPLER KNUCKLE PIN
55 COUPLER KNUCKLE
56 COUPLER LOCK LIFTER PIG TAIL
57 UNCOUPLING LEVER
58 UNCOUPLING LEVER CASTING
59 END LADDER BOTTOM SUPPORT
60 CORNER BAND
61 END LADDER CENTER SUPPORT
62 END LADDER
63 BRAKE STEP BOARD BRACKET
64 BRAKE STEP BOARD
65 BRAKE RATCHET WHEEL
66 BRAKE MAST
67 BRAKE WHEEL
68 BRAKE WHEEL LOCK NUT
69 ROOF GRAB IRON
70 HATCH COVER VENT ADJUSTER
71 HATCH COVER STRIKING IRON
72 HATCH COVER HINGES
73 END ROOF PLATFORM OR LATITUDINAL RUNNINGBOARD
74 METAL ROOF
75 SIDE FASCIA
76 FLEXIBLE ROOF SHEET CAPS
77 AIR SPACES
78 DOUBLE STEEL ROOF CARLINGS
79 RUNNING BOARD
80 ROOF RIDGE POLE
81 FOUR PLY HAIRFELT
82 INSIDE CEILING
83 HATCH WALL BLOCK
84 HATCH COVER
85 HATCH PLUG
86 HATCH OPENING BEVEL BLOCK
87 END FASCIA
88 BUNKER SCREEN
89 PERFORATED STEEL BUNKER FRONT
90 END BELT RAIL
91 INSIDE LINING
92 REMOVABLE STEEL ICE GRATE BARS
93 ICE BUNKER FRAME
94 DRAIN BOWL CAP
95 DRIP PAN
96 AIR BRAKE TRAIN LINE PIPE
97 CENTER PIN
98 TOP OR BODY CENTER PLATE
99 BODY BOLSTER
100 BOTTOM OR TRUCK CENTER PLATE
101 STEEL CROSS TIES
102 BRAKE LEVER
103 SUB FLOOR NAILING STRIP
104 SUB FLOOR
105 DOORWAY SILL STEP
106 BRAKE SHOE KEY
107 BOTTOM SIDE BEARING
108 AIR BRAKE HOSE
109 SILL STEP
110 BRAKE STAFF STIRRUP
111 TOP SIDE BEARING
113 BODY BOLSTER END CAP
114 SIDE LADDER CENTER SUPPORT
115 SIDE LADDER TREAD
116 SIDE LADDER STILE
117 SIDE LADDER TOP SUPPORT - 112 BOTTOM SUPPORT
118 CARD RACK
119 DOOR STRIKING PLATE
120 DOOR HINGES
121 DOOR HOOK
122 BOTTOM DOOR KEEPER
123 DOOR LOCKING BAR BOTTOM CASTING
124 DOOR LOCKING BAR HANDLE
125 DOOR LOCKING BAR GUIDE
126 DOOR LOCKING BAR
127 DOOR LOCKING BAR TOP CASTING
128 TOP DOOR KEEPER
129 BODY SIDE BRACE
130 BODY SIDE POST
131 FLOOR RACK STRIP OR SLAT
132 FLOOR RACK STRINGER
133 INSIDE SIDE LINING
134 TOP FLOOR
135 BODY BRACE ROD
136 1¾" FLOOR
137 TWO INCH CORK INSULATION
138 DRIP PAN SPLASH BOARD
139 TANK GATE
140 BULKHEAD OUTSIDE LINING
141 BULKHEAD INSULATION
142 STEEL TANK HEADER
143 AIR LINE CUTOUT COCK

From 1888 to recent years, the standard reefer was 37 feet long, had end bunkers and one-inch insulation. NYC's old model of a standard refrigerator type had non-collapsible bunkers, folding doors and no fans—not even portable ones

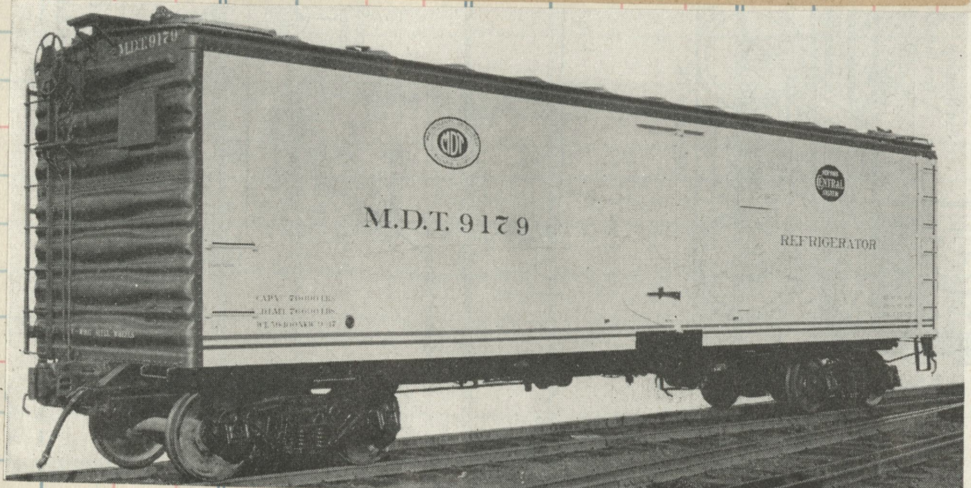
Clos. No. Sold A

Clos. No. Sold Amount Clos. No. Sold Amount

1923



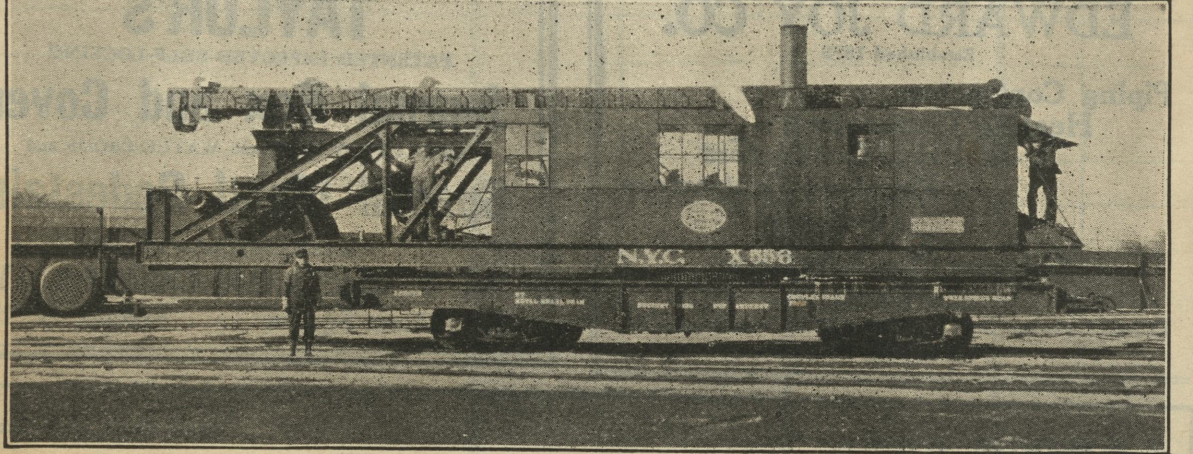
It is in these clean, white refrigerator cars of the Merchants Despatch that the New York Central ships its perishable freight.



1947

Merchants Despatch Transportation Corp. 35-ton steel refrigerator car with stage icing and air circulating fans. Builder, Despatch Shops, Inc.

Inside length between bulkheads 33 ft. 2¾ in.; width 7 ft. 3 3/16 in.; height 7 ft. 3 3/16 in.; capacity 1,992 cu. ft.; ice tanks 281 cu. ft.; capacity 11,600 lb. crushed ice; light weight 59,400 lb.; load limit 76,600 lb.



ANOTHER McMYLER-INTERSTATE FULL CIRCLE PILE DRIVER

Drives largest piles 33 ft. 9 in. at right angles to track — batter piles inclined 15 degrees to vertical.
Handles drop hammer and steam hammer in leaders at the same time.
Propels itself at 20½ miles per hour or hauls tender and five working cars at 7½ miles per hour.
Equipped with locomotive type boiler, 13-inch by 12-inch horizontal hoisting engines with reversing links, and complete train and locomotive air brake control.

1924

Locomotive Cranes *Car Dumpers* *Pile Drivers* *Railroad Forgings*

The McMyler-Interstate Company, Cleveland, Ohio
SALES OFFICES IN ALL PRINCIPAL CITIES

1921

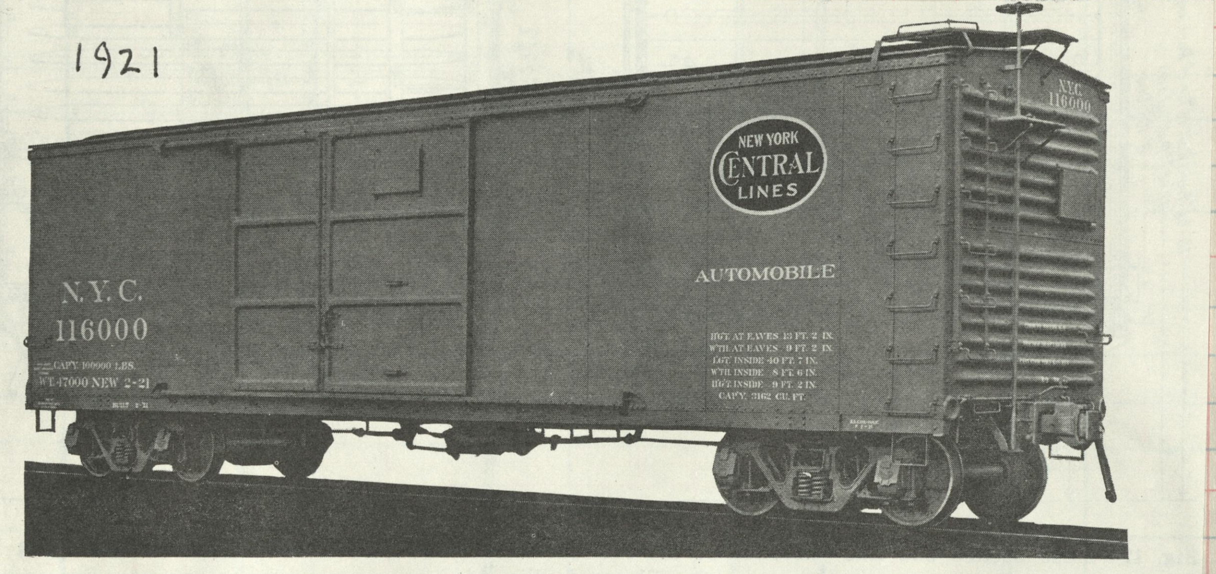
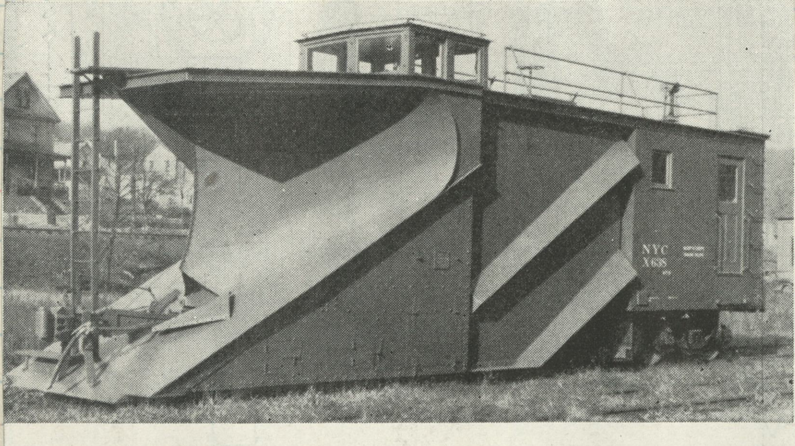


Fig. 15—Automobile Car of All-Metal Construction, Built by the Standard Steel Car Company

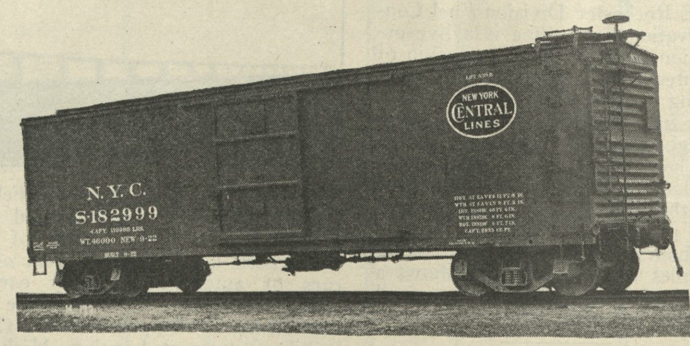


New York Central all-steel snow plow ready for road movement. Ladder, coupling bar and air hose connections are removable. Builder, Russell Snow Plow Company.

Standard Steel Car Company

STEEL and COMPOSITE FREIGHT CARS

For all classes of Service, from our Standard Designs, or according to Specifications of Purchasers



Steel Car Underframes, Trucks

Bolsters, Brake Beams, Etc.

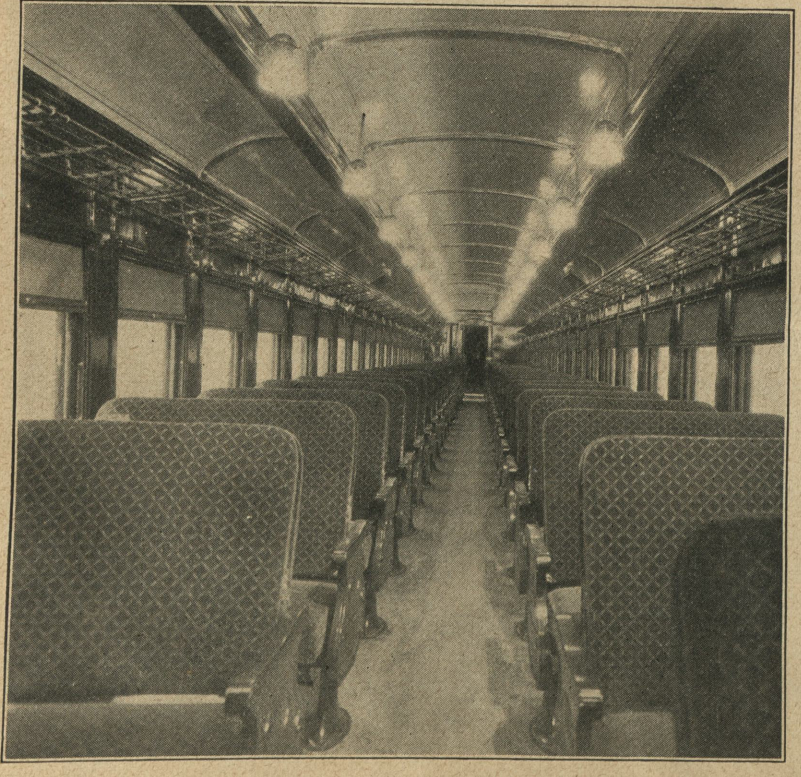
Capacity 50,000 Cars per Annum

Inquiries Solicited

OFFICES: New York, 170 Broadway
GENERAL OFFICES: Frick Bldg., Pittsburgh, Pa.
Chicago, Fisher Building
WORKS: Butler, Pa., New Castle, Pa.; Hammond, Ind.

First of 159 Improved New Coaches Costing $5,000,000 Are Put Into Service

1926



One of the New York Central's handsome new coaches for long distance trains.

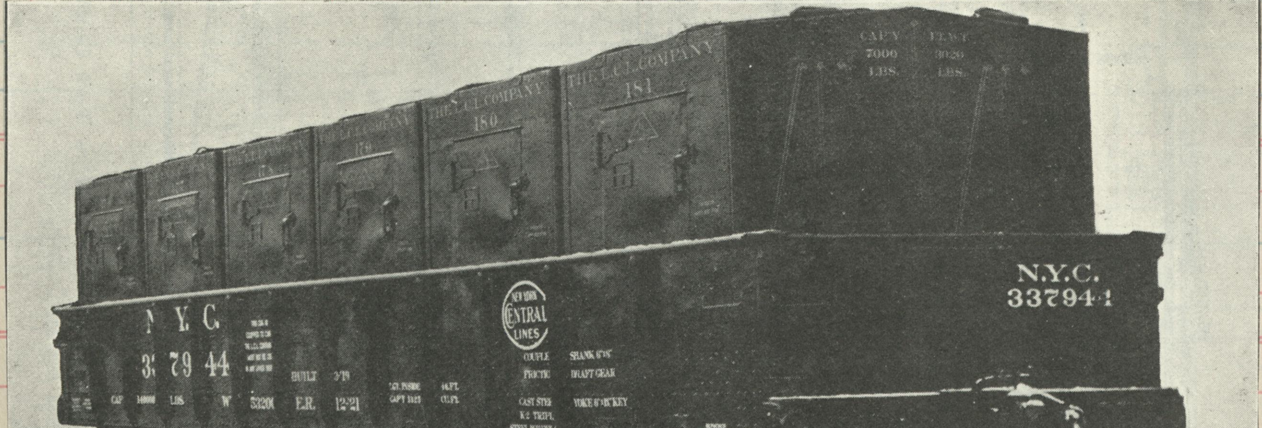


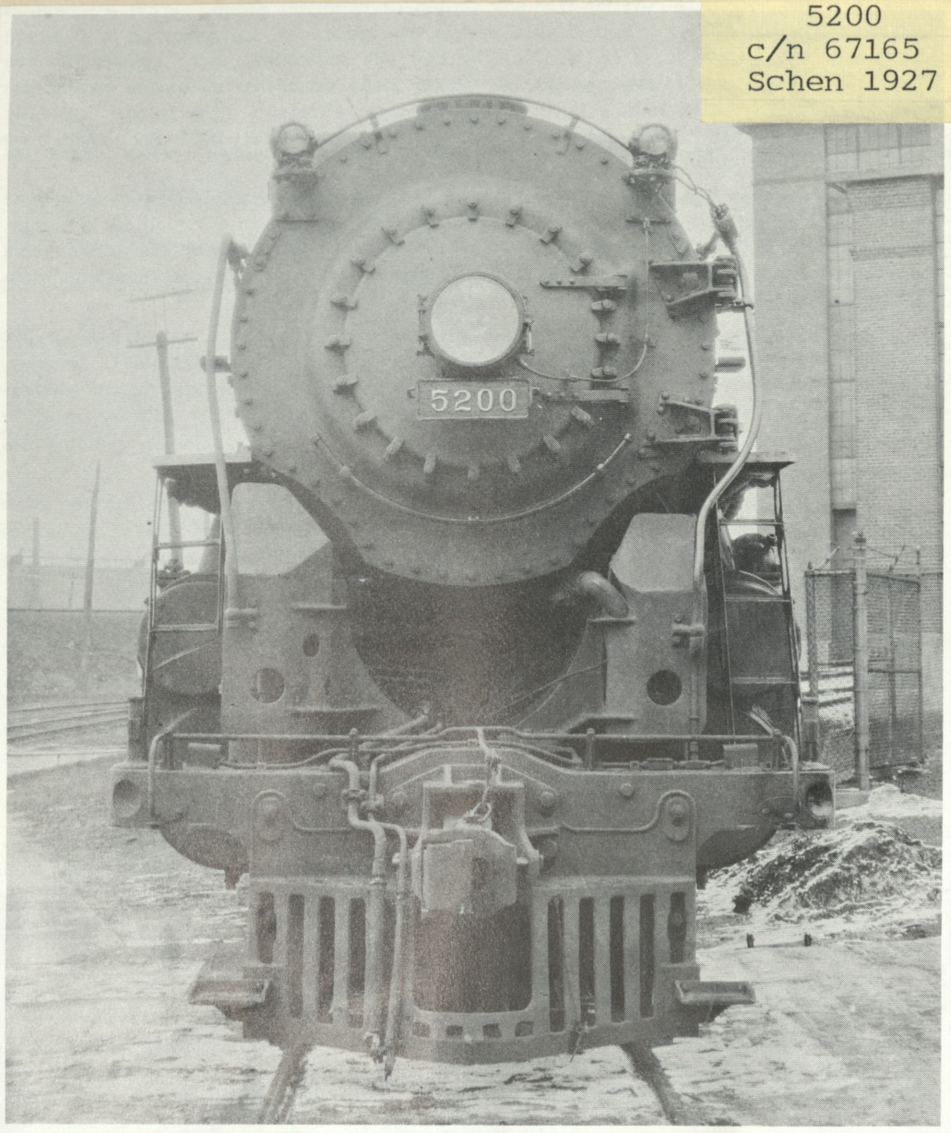
Fig. 39—New York Central Gondola Car Loaded with Six Containers for Freight Service. Builder, The Merchants Despatch Transportation Company

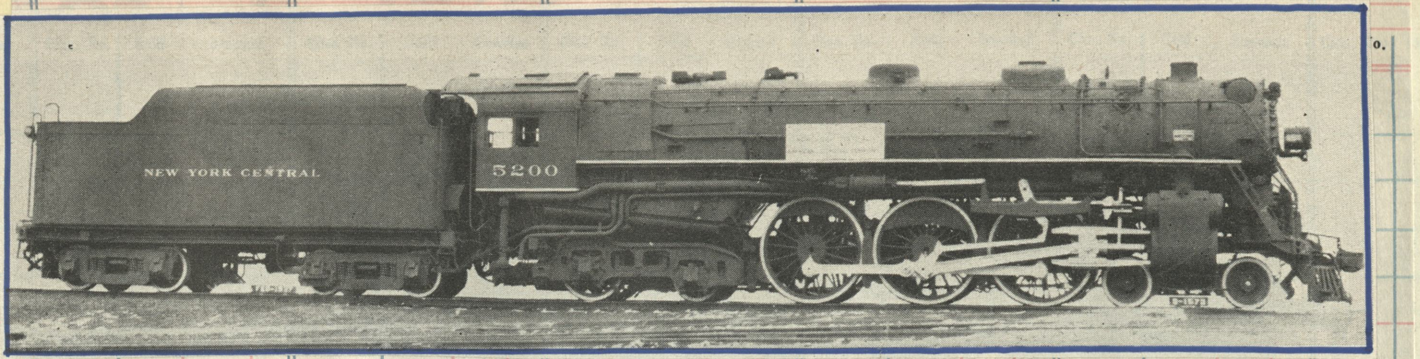
HUDSON TYPE 4-6-4

NYCS
APA-46

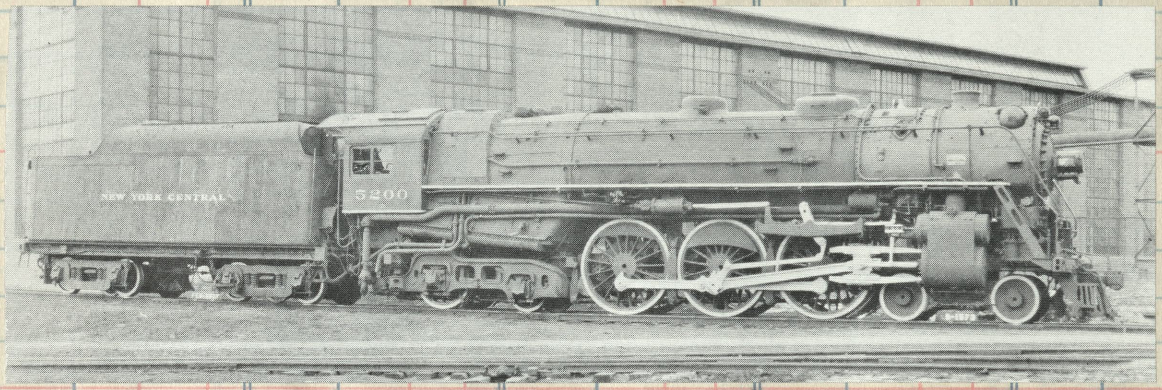
2-43 1000 bks. (Eureka 9672
Printed in U. S. A.

Class J-1a
5200
c/n 67165
Schen 1927





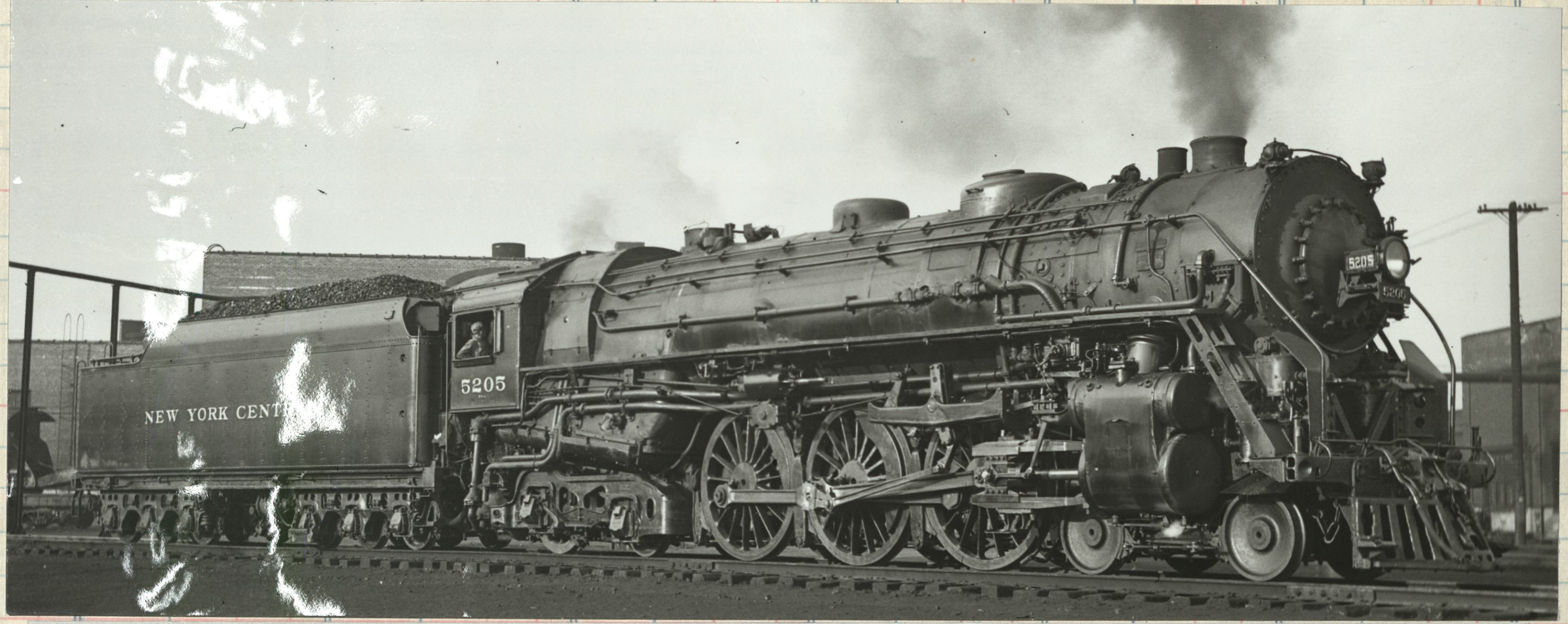
Different roads in the U.S. had power that gained attention as an outstanding development in locomotive design and construction. Yet, none seemed to attract national prominence as did the N. Y. C. Hudsons. Outside the fact they were the first 4-6-4 type on North American rails, they were extremely handsome machines and their excellent performance was a tribute to the designers. Their success resulted in 275 Hudsons being on the roster; the image of the New York Central.



PAUL W. KIEFER

Chief Engineer of Motive Power
& Rolling Stock 1926-1949

It was his 'stamp of approval' that put the Hudson type into production and his faith in the design that produced this most successful passenger power. Also he effected numerous improvements in the Central's latter 4-8-2 type and was the intellect in the most highly advanced 4-8-4's in American railroading.



QUEEN OF THE FAIR

The 5205 introduced the classic Hudson type to American railroading in 1927 at the Baltimore & Ohio's "Fair of the Iron Horse". A decade later she poses for a portrait by Ed May at Harmon, N. Y. December 5, 1937.

Class J-1b
5201-5249
c/n's
67432-80
Schen 1927

1953

Farewell, 5200

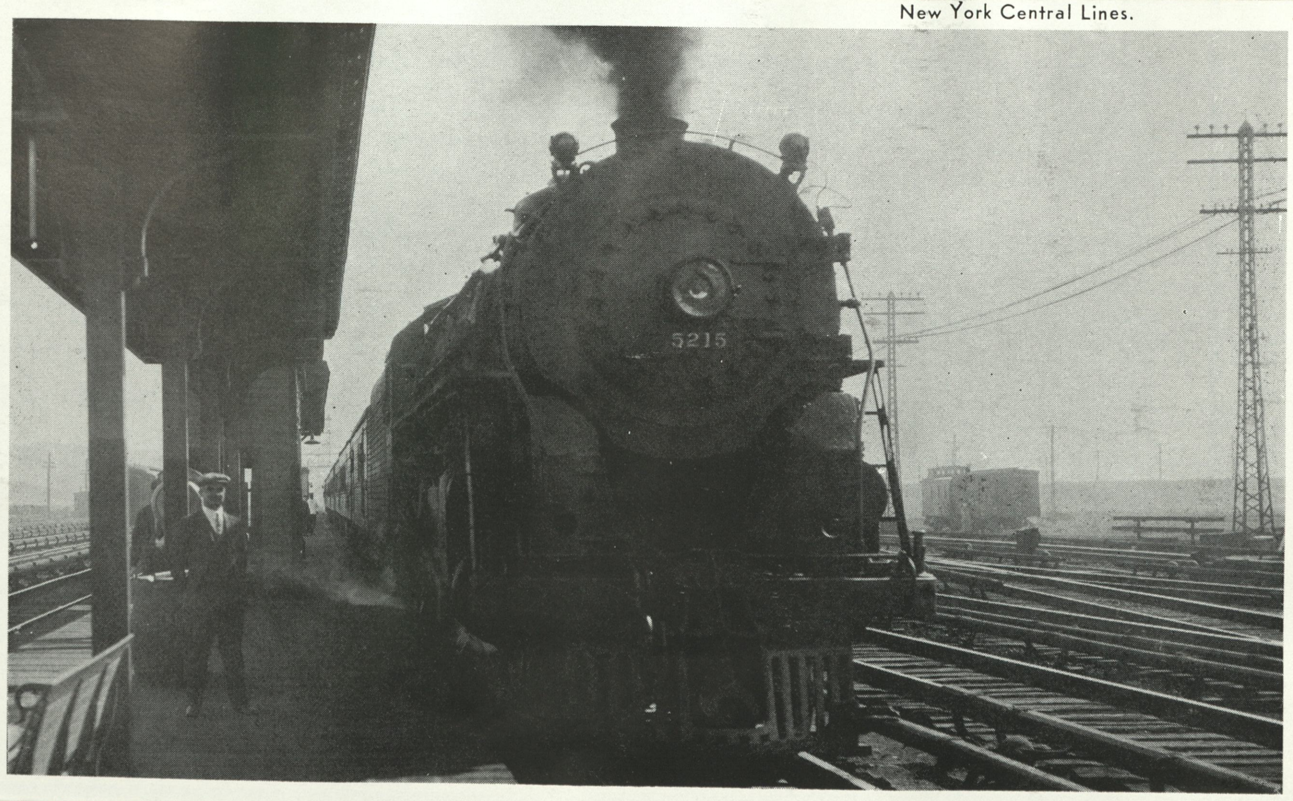
Once upon a time this magazine faithfully reported the road number of each steam locomotive reported to us as scrapped; today, of course, it would require a monthly journal several times our size to record adequately the power which dieseldom has dispatched to the torch. And in 1953 that would make rather morbid reading too.

This is an exception to the rule. In July New York Central 4-6-4 No. 5200 was cut up in the boneyard at Ashtabula, O. Built by Schenectady in 1927, she was the original American locomotive of her wheel arrangement (excepting a Central 4-6-2 once modified with a four-wheel trailer) and the first engine accorded the name Hudson. She sired the huge, handsome fleet of 275 Hudsons which, more than any other power before or since, became the very symbol of the railroad they worked for. The crisp exhaust, the ample horsepower at high speed, the noble front end— who could forget these traits which the 5200 heralded?

It strikes us as a distinct pity that such a notable locomotive was refused permanent memorial.

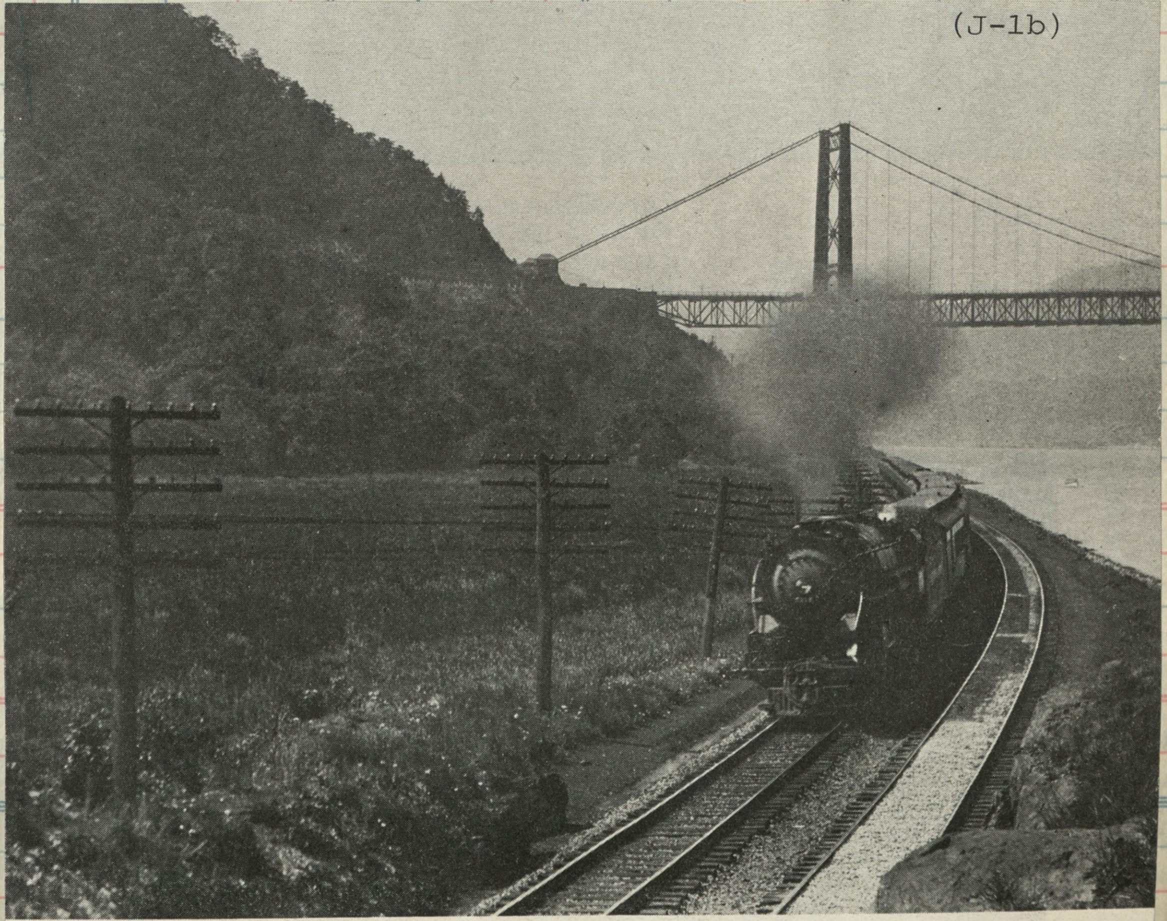
David P. Morgan.

New York Central Lines.

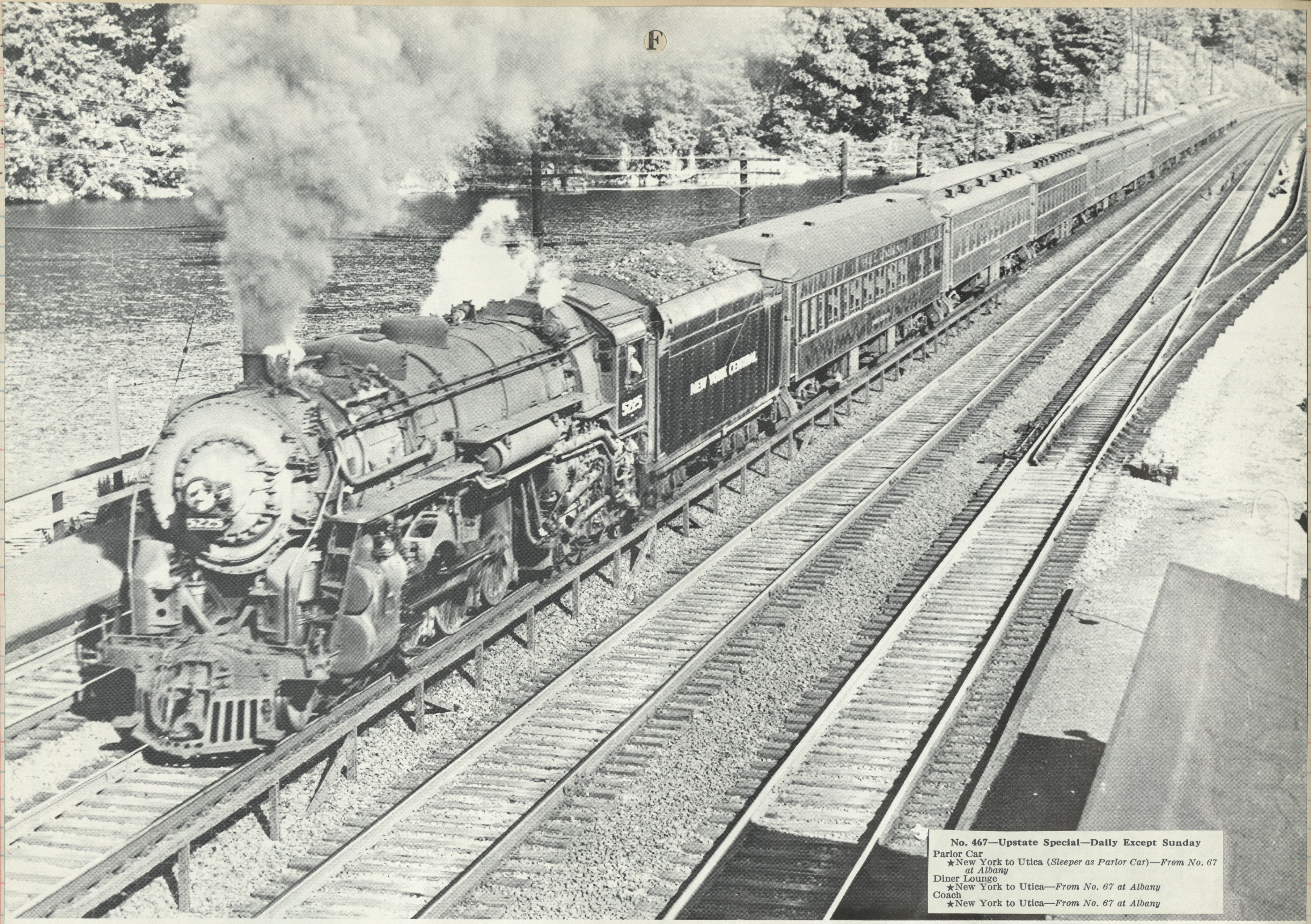


Waiting for the 'highball' at Harmon

(J-1b)

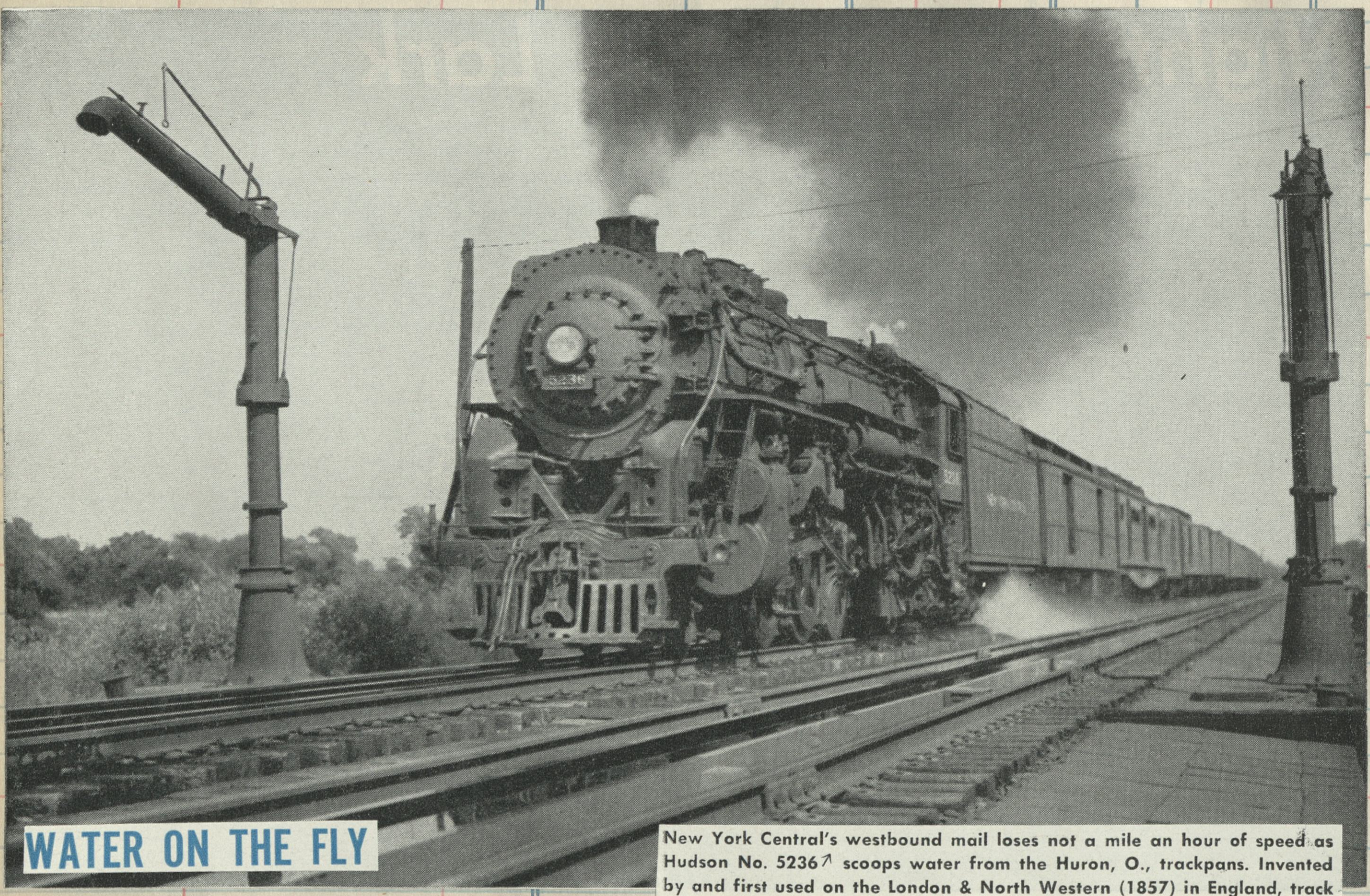


WE'RE in Hudson Division territory at Manitou, N. Y., as new Hudson 5212 comes under Bear Mountain Bridge, approximately 45 miles upriver from Grand Central Terminal, New York City. So superlative was the new 4-6-4 in this season that no one dreamed a Super Hudson would come.


F
5225
NEW YORK CENTRAL

No. 467—Upstate Special—Daily Except Sunday
Parlor Car
★New York to Utica (*Sleeper as Parlor Car*)—*From No. 67 at Albany*
Diner Lounge
★New York to Utica—*From No. 67 at Albany*
Coach
★New York to Utica—*From No. 67 at Albany*

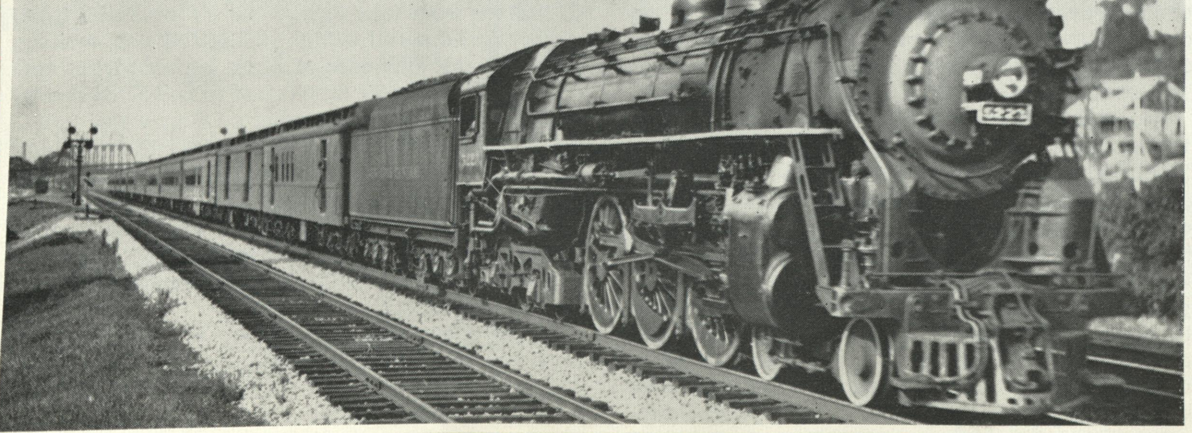
NYC J-Ib No. 5225 flashes by Oscawanna, N.Y. with train #367, the Upstate Special, 29 years ago on June 15, 1946.

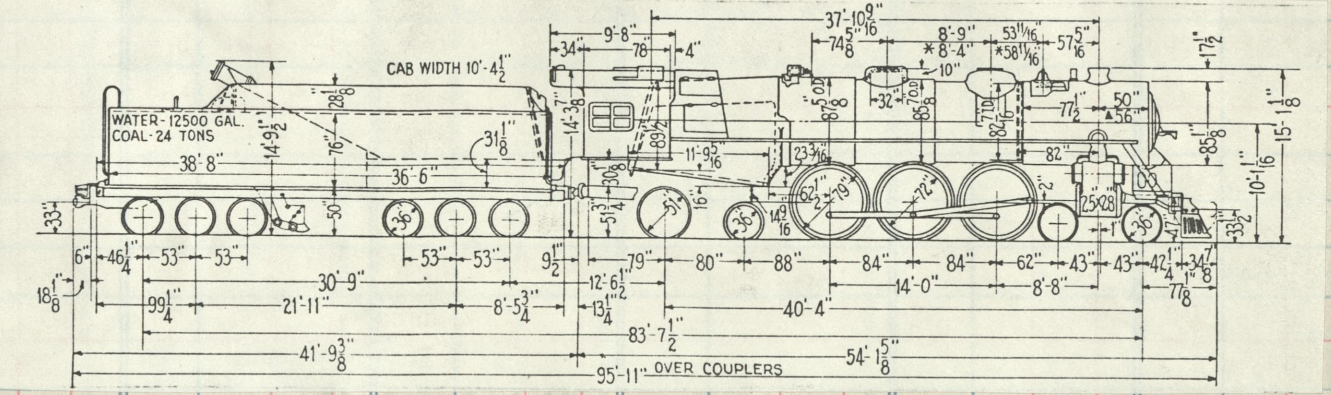


WATER ON THE FLY

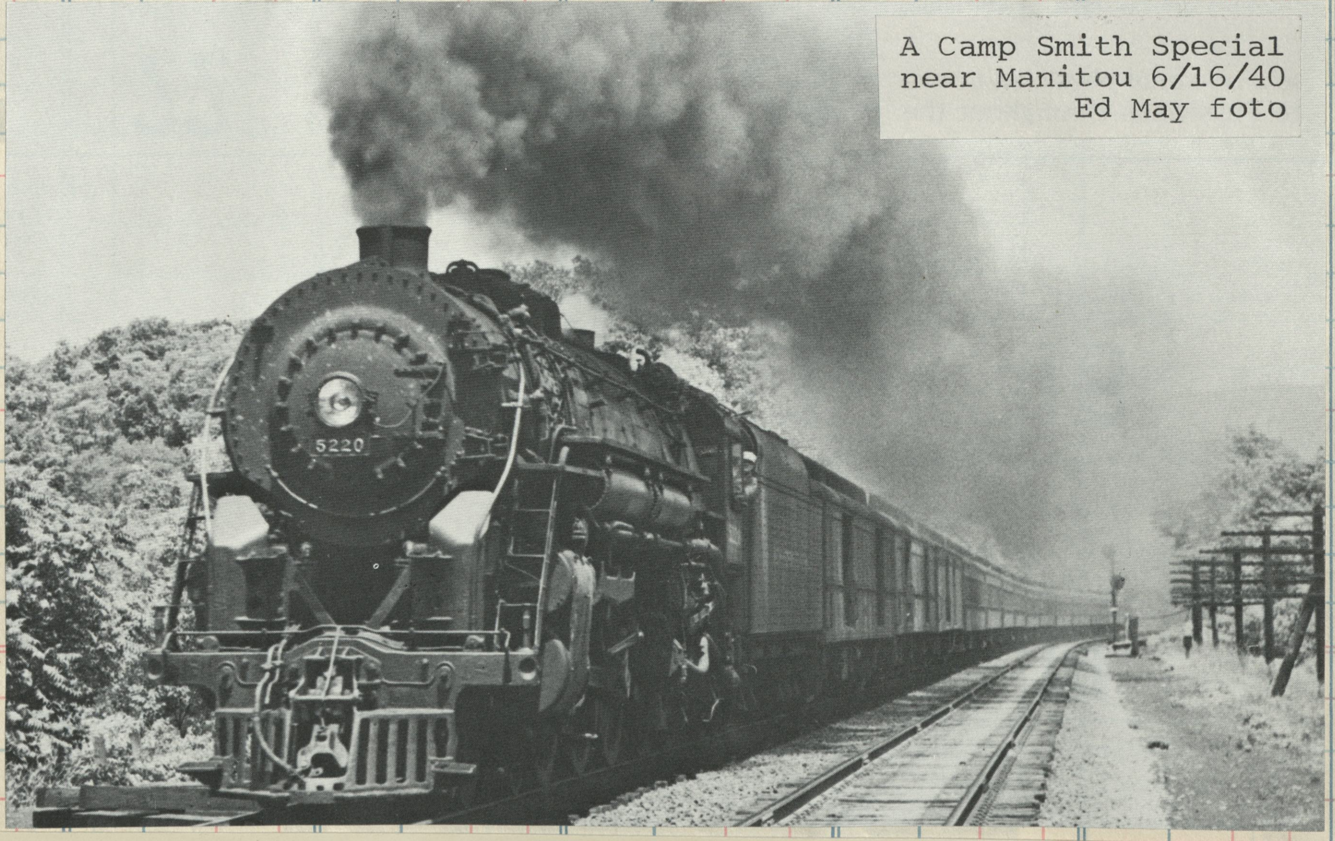
New York Central's westbound mail loses not a mile an hour of speed as Hudson No. 5236↗ scoops water from the Huron, O., trackpans. Invented by and first used on the London & North Western (1857) in England, track pans or troughs are notably efficient devices used by several eastern carriers. The list includes Pennsylvania, Baltimore & Ohio, Reading, and NYC, among others. First American installation was in 1870 in New York.

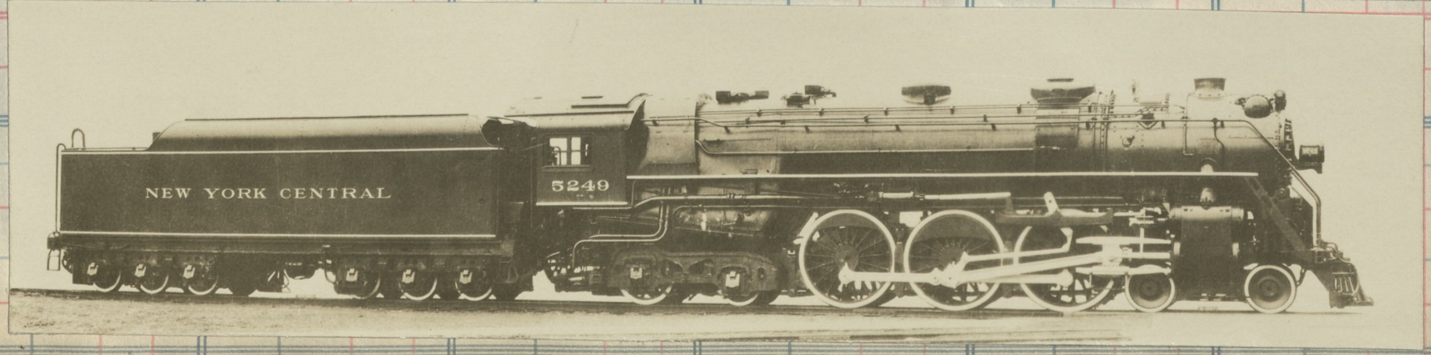
Class J-1b No. 5223, built 1927, making 70 m.p.h. on a summer evening in the early 1930s near Albany with the 20th Century Limited.
(Photo: The late H. W. Pontin)

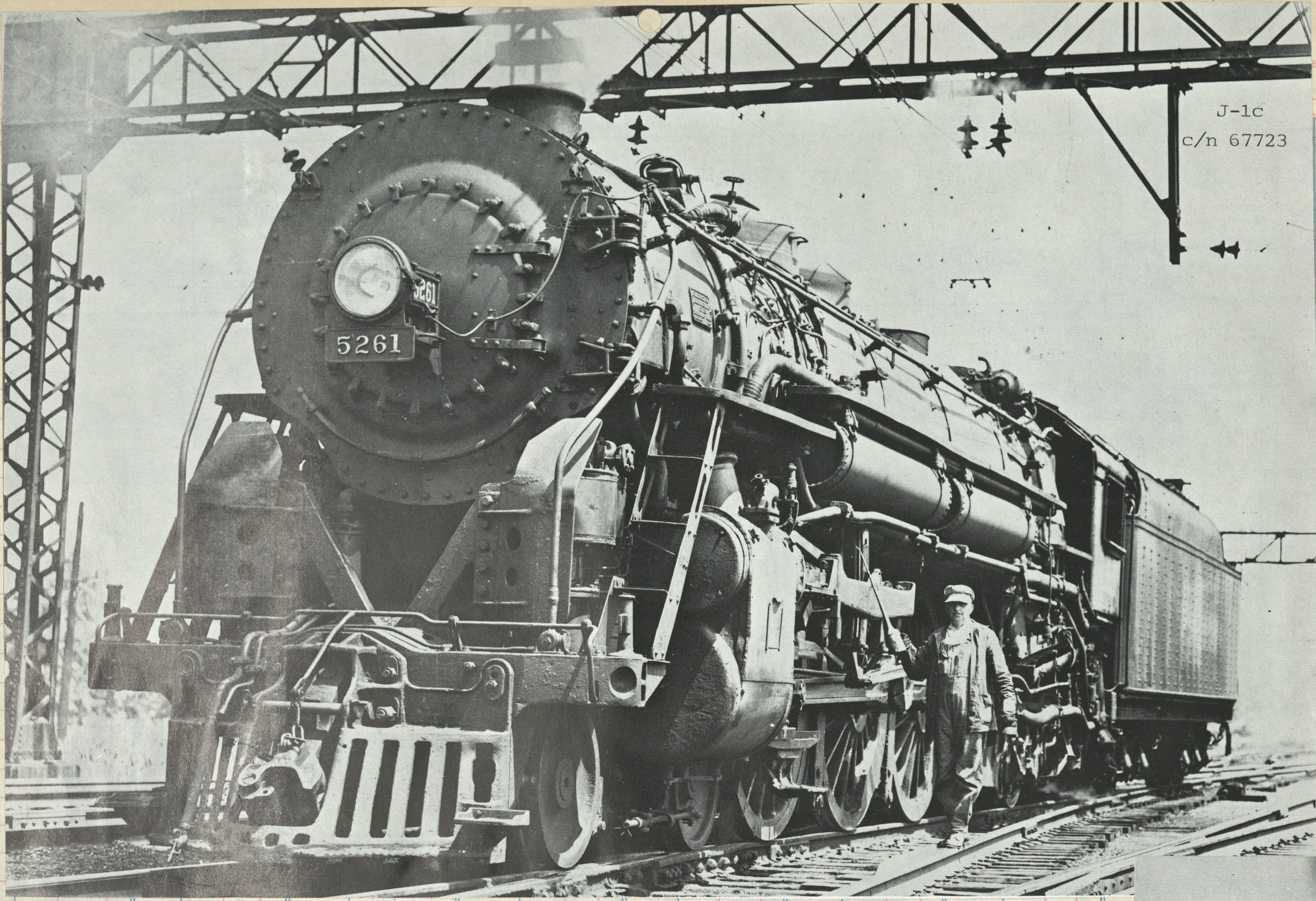


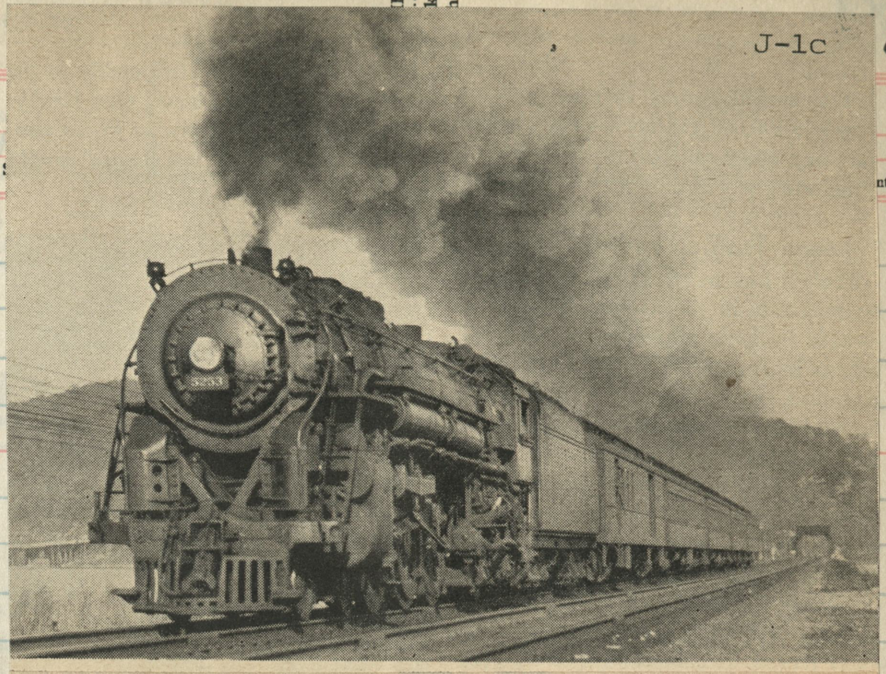

CAB WIDTH 10'-4½"
WATER-12500 GAL.
COAL-24 TONS
38'-8"
36'-6"
37'-10 9/16"
9'-8"
8'-9"
*8'-4"
53 11/16"
*58 11/16"
57 5/16"
14'-0"
8'-8"
40'-4"
30'-9"
21'-11"
12'-6½"
83'-7½"
41'-9 3/8"
54'-1 5/8"
95'-11" OVER COUPLERS
15'-1 1/8"
10'-1 1/16"
25×28

A Camp Smith Special
near Manitou 6/16/40
Ed May foto

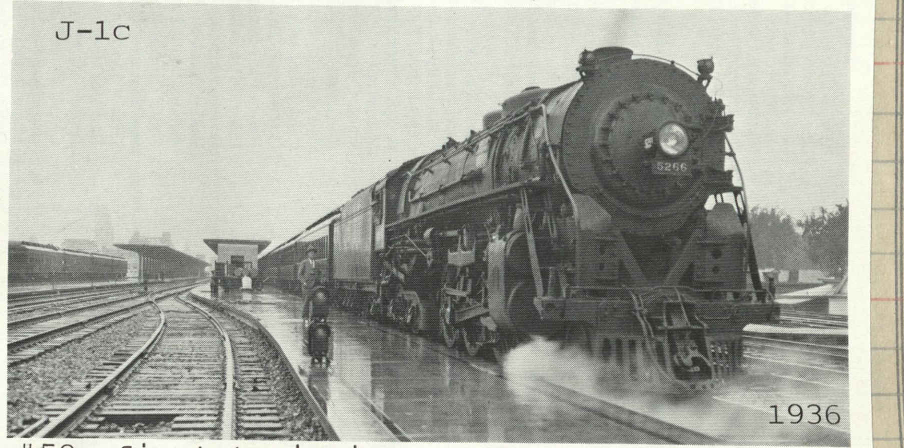



NEW YORK CENTRAL
5249


J-1c
c/n 67723

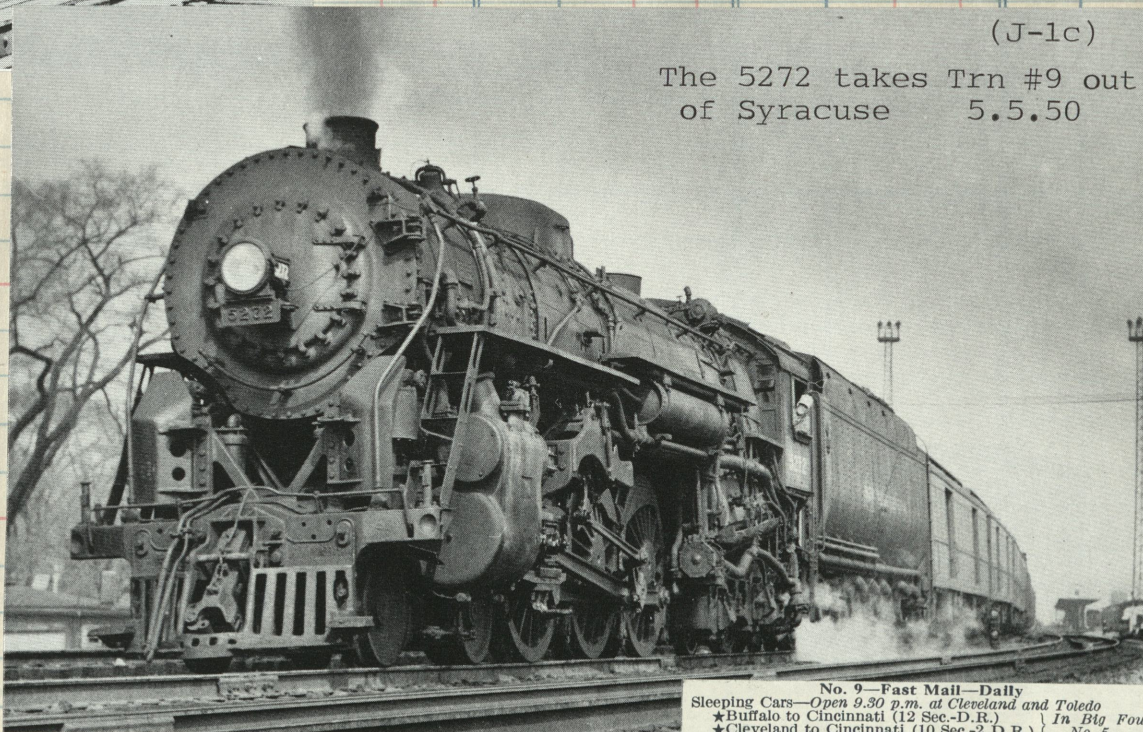

J-1c

The 5253 'cracks the whip' with a Hudson Div local near Roa Hook west of Peekskill.


J-1c

1936

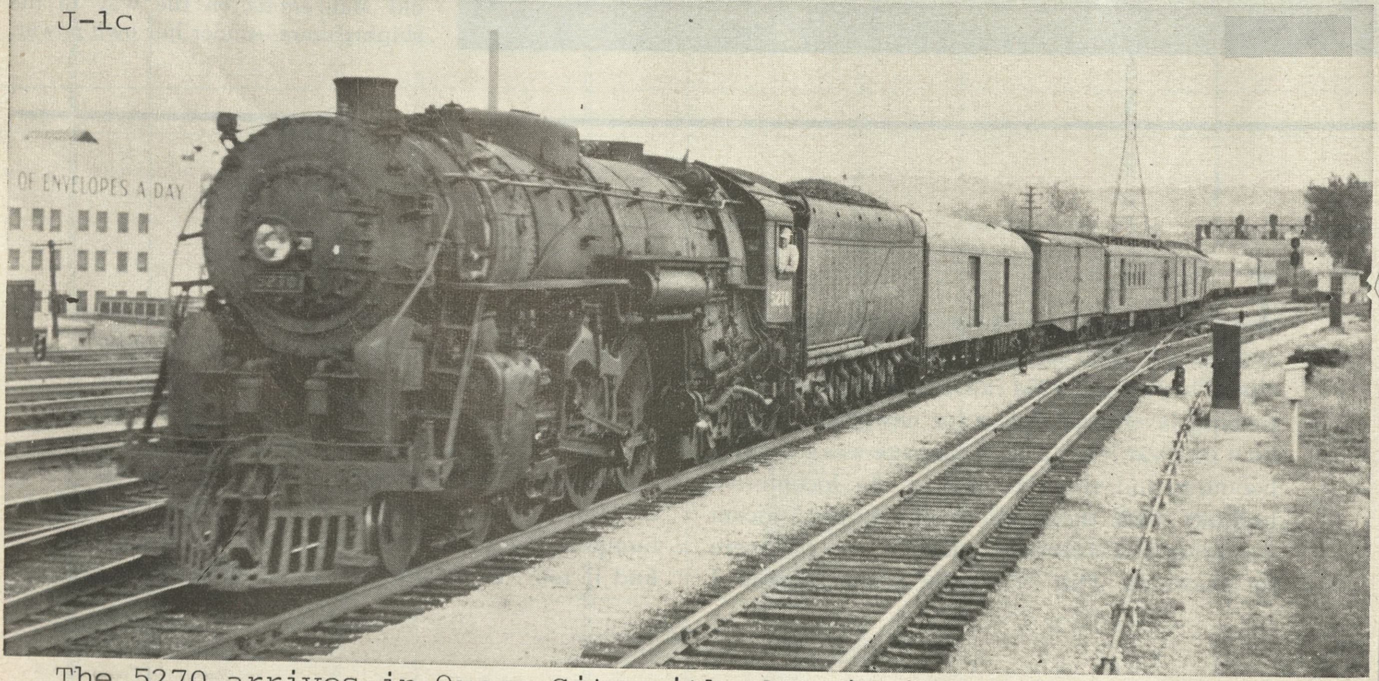
#50, first train in new Syracuse station


(J-1c)

The 5272 takes Trn #9 out
of Syracuse 5.5.50

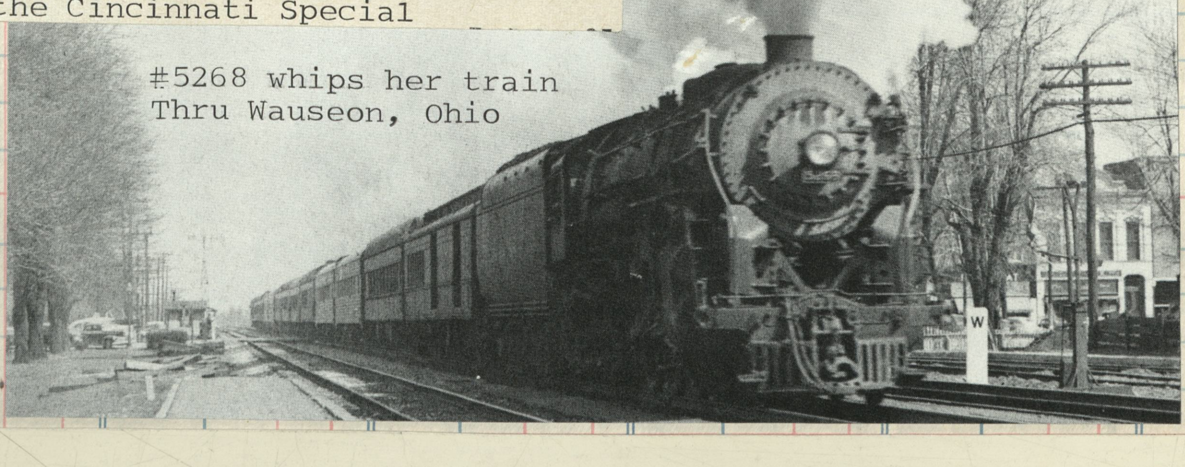
No. 9—Fast Mail—Daily

Sleeping Cars—*Open 9.30 p.m. at Cleveland and Toledo*
★Buffalo to Cincinnati (12 Sec.-D.R.) } *In Big Four*
★Cleveland to Cincinnati (10 Sec.-2 D.R.) } *No. 5*
★Cleveland to Chicago (12 Sec.-D.R.)—*May be occupied until 7.00 a.m.*
★Toledo to Chicago (12 Sec.-D. R.)
Diner Lounge— ★Buffalo to Cleveland
Parlor Car
★New York to Utica, except Sunday (Restaurant Lounge)
Coaches
New York to Buffalo
Buffalo to Chicago

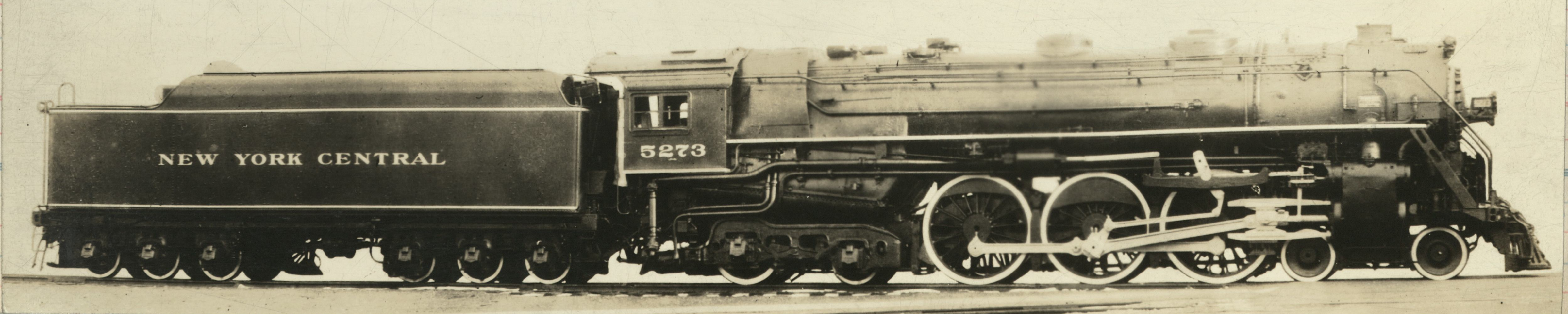

J-1c

The 5270 arrives in Queen City with the Cincinnati Special

Class J-1c
5250-5274
c/n's
67712-36
Schen 1928-29


(J-1c)

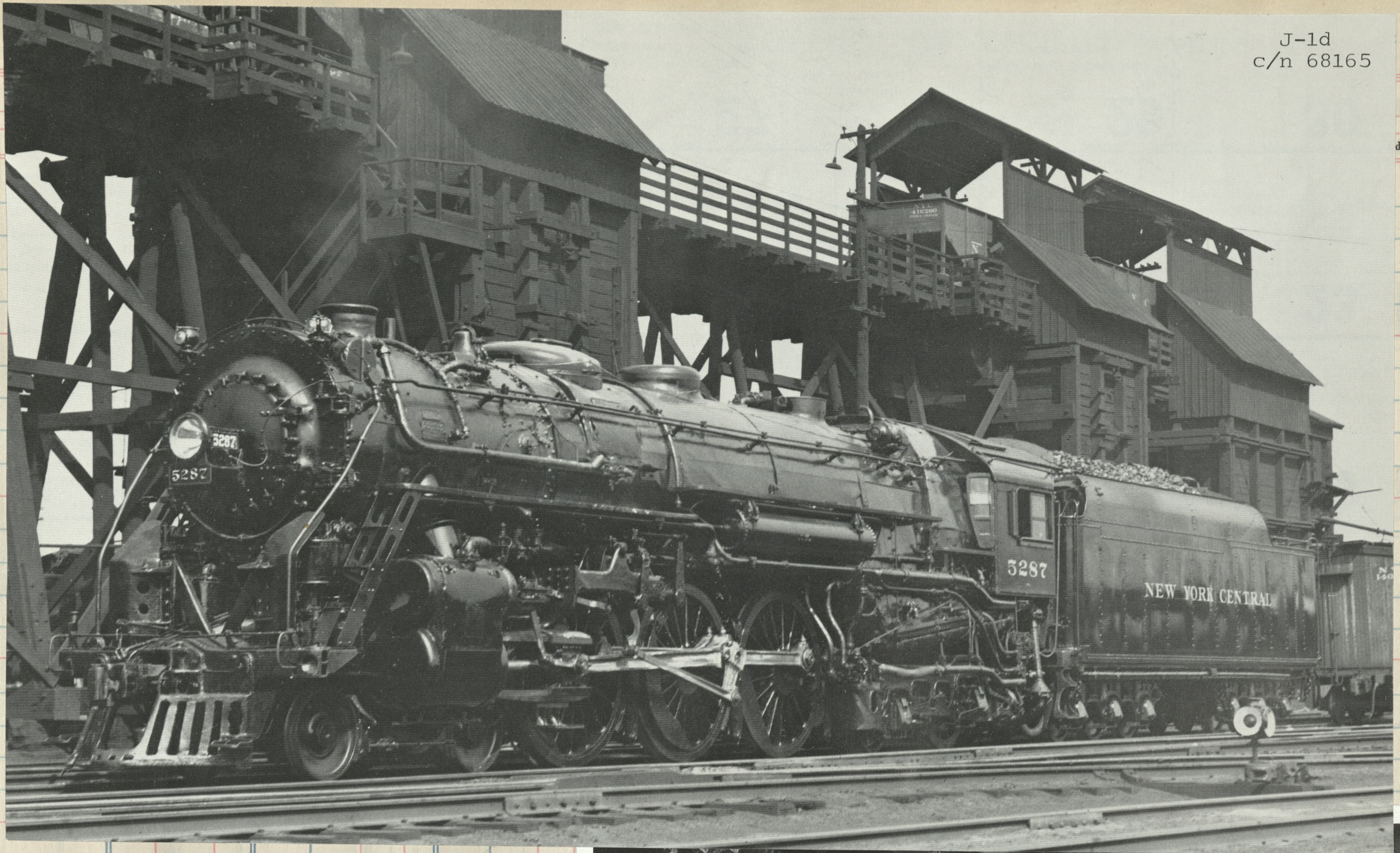
#5268 whips her train
Thru Wauseon, Ohio

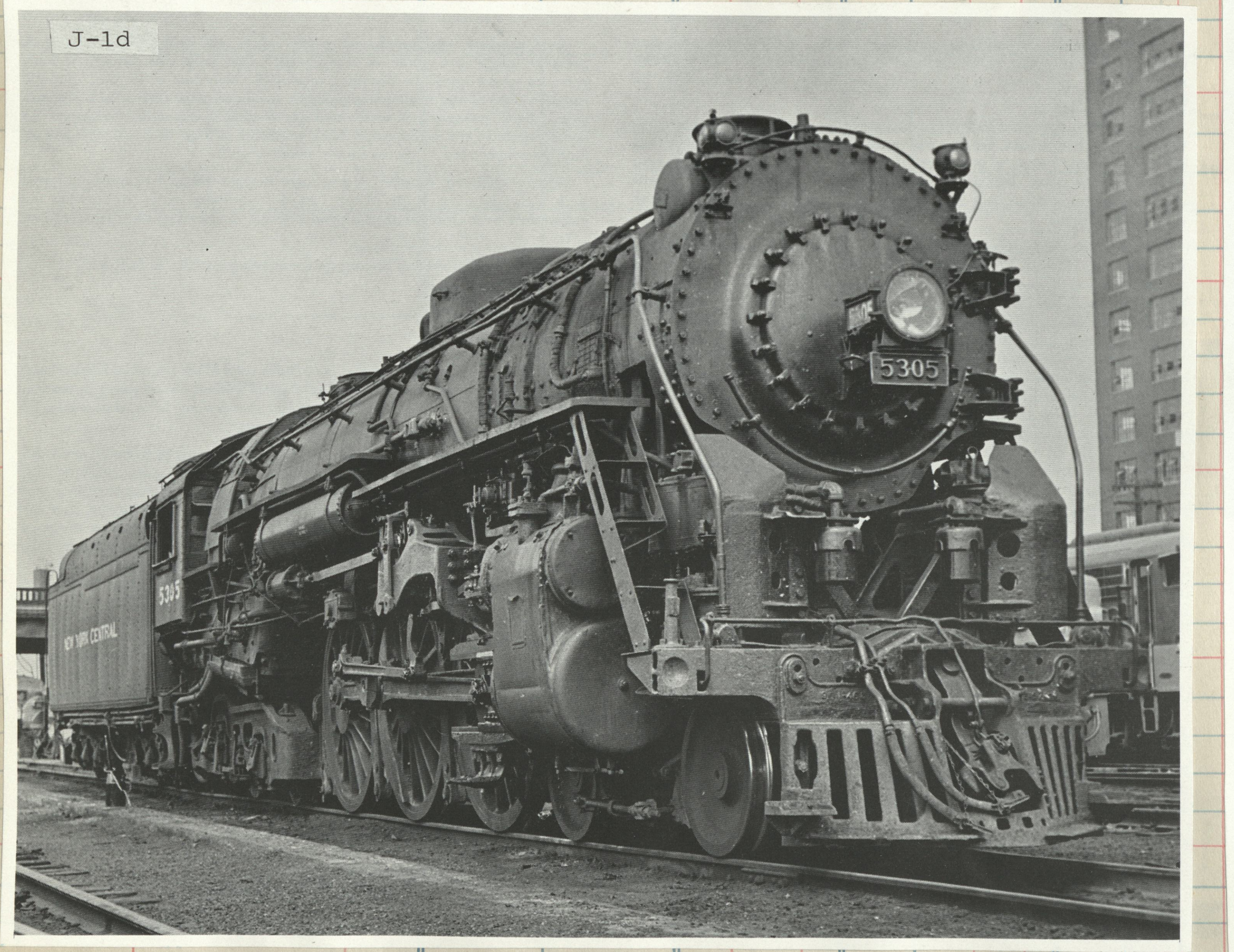


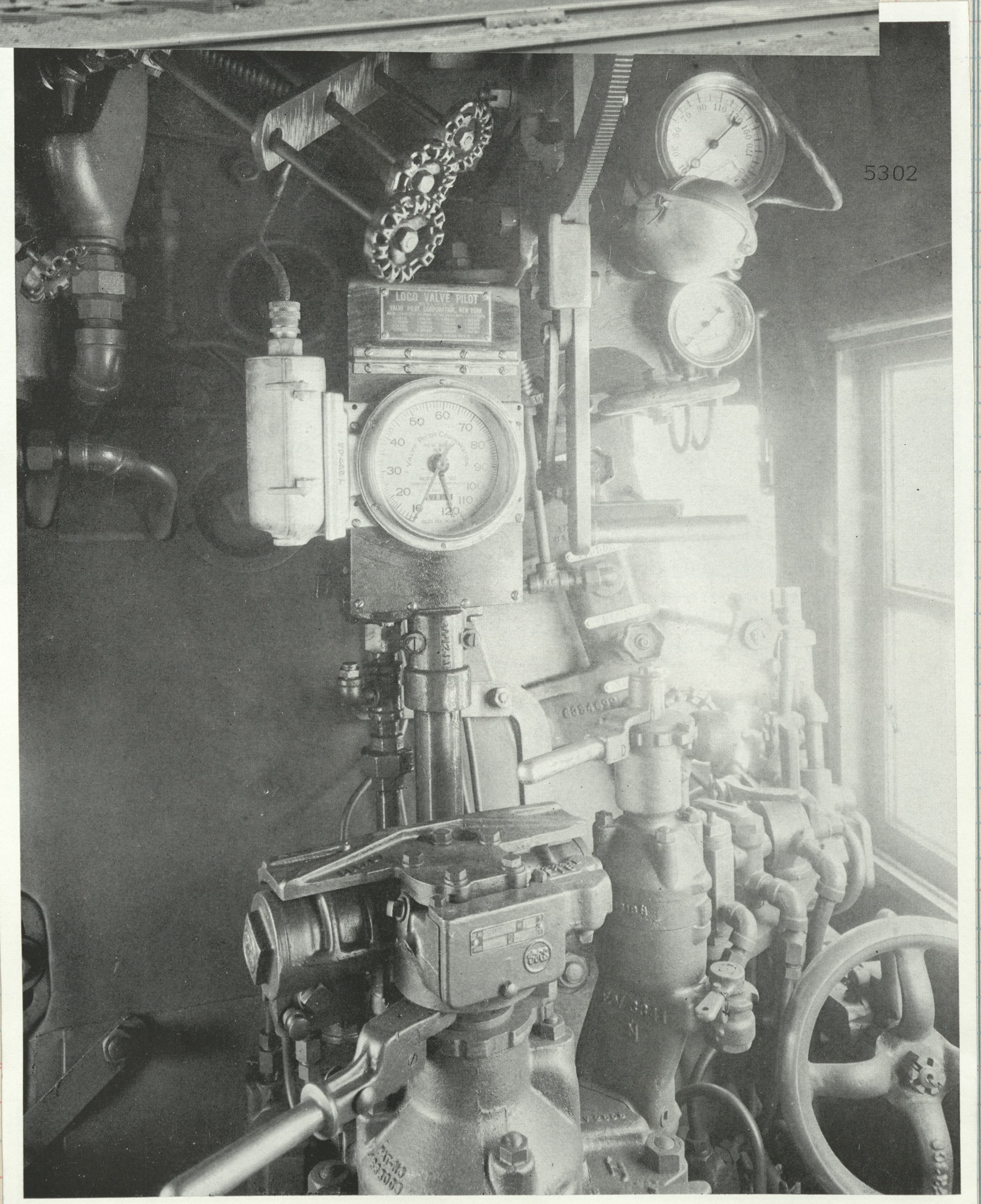
SELLER
DATE
FORM DESTINATION Amt. Com. No.

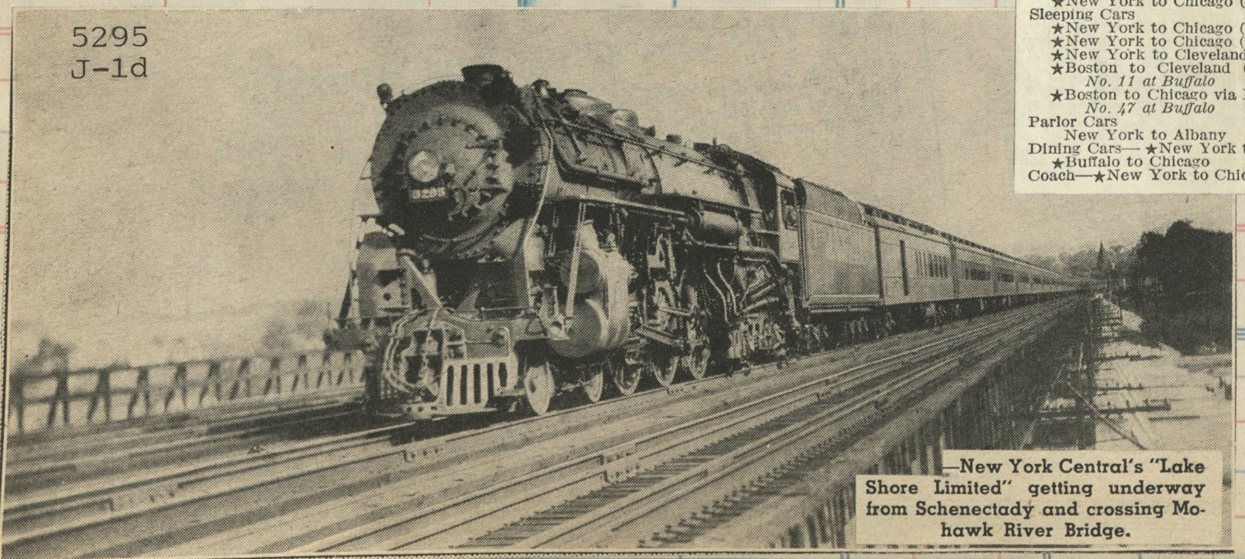
d Amount Clos. No. Sold Amount

Class J-1d
5275-5314
c/n's
68153-92
Schen 1929-30


J-1d
c/n 68165


J-1d

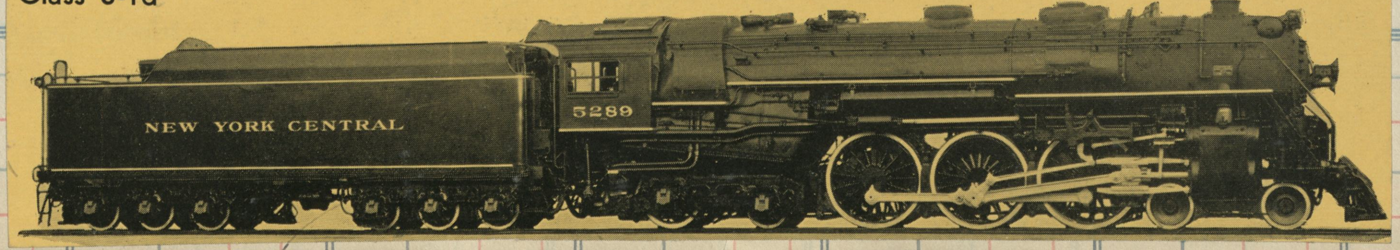

5302


5295
J-1d

—New York Central's "Lake Shore Limited" getting underway from Schenectady and crossing Mohawk River Bridge.

No. 19—Lake Shore Limited—Daily
Via New York Central
Lounge Car
★New York to Chicago (8 Sec.-Buffet)
Sleeping Cars
★New York to Chicago (8 Sec.-5 Double Bedroom)
★New York to Chicago (8 Sec.-D.R.-2 Comp.)
★New York to Cleveland (8 Sec.-4 Double Bedroom)
★Boston to Cleveland (8 Sec.-Buffet Lounge)—*From No. 11 at Buffalo*
★Boston to Chicago via B. & M. (12 Sec.-D.R.)—*From No. 47 at Buffalo*
Parlor Cars
New York to Albany
Dining Cars—★New York to Albany
★Buffalo to Chicago
Coach—★New York to Chicago

Class J-1d



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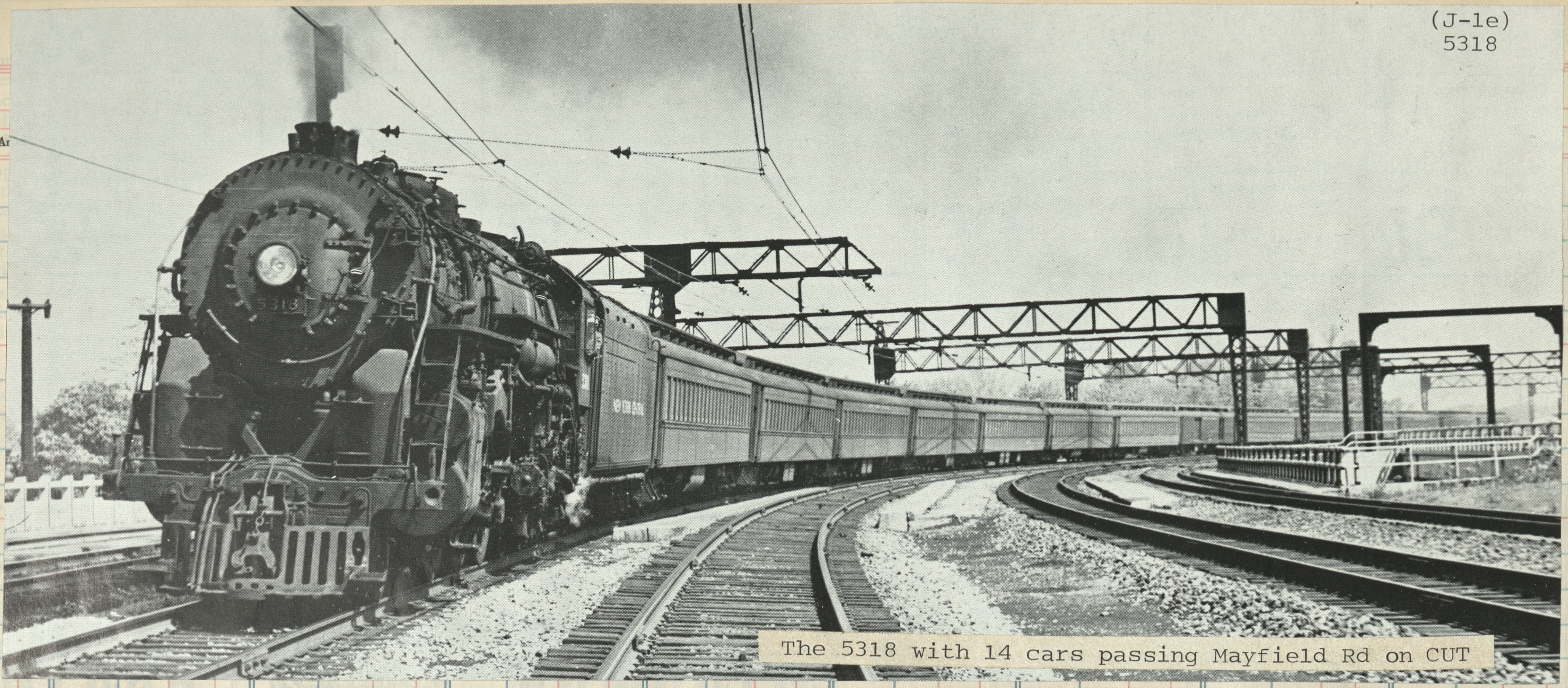
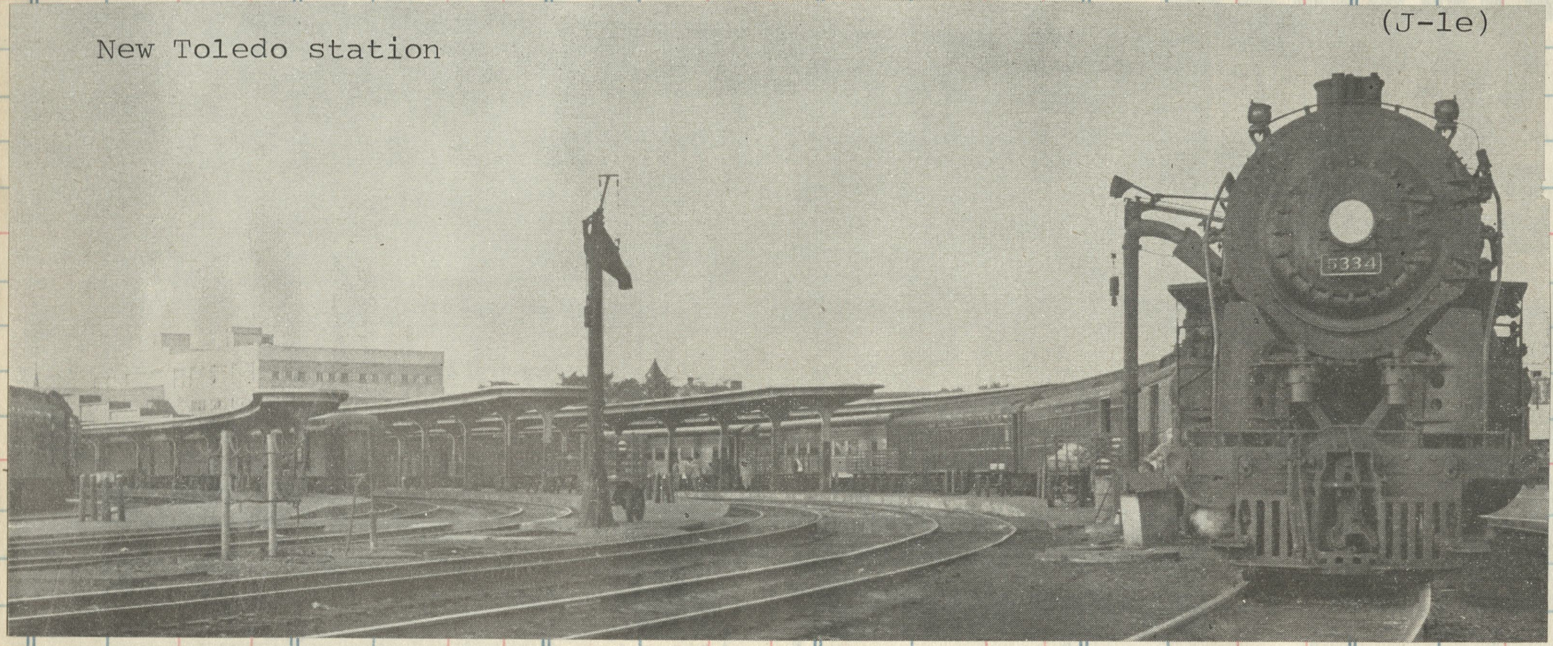
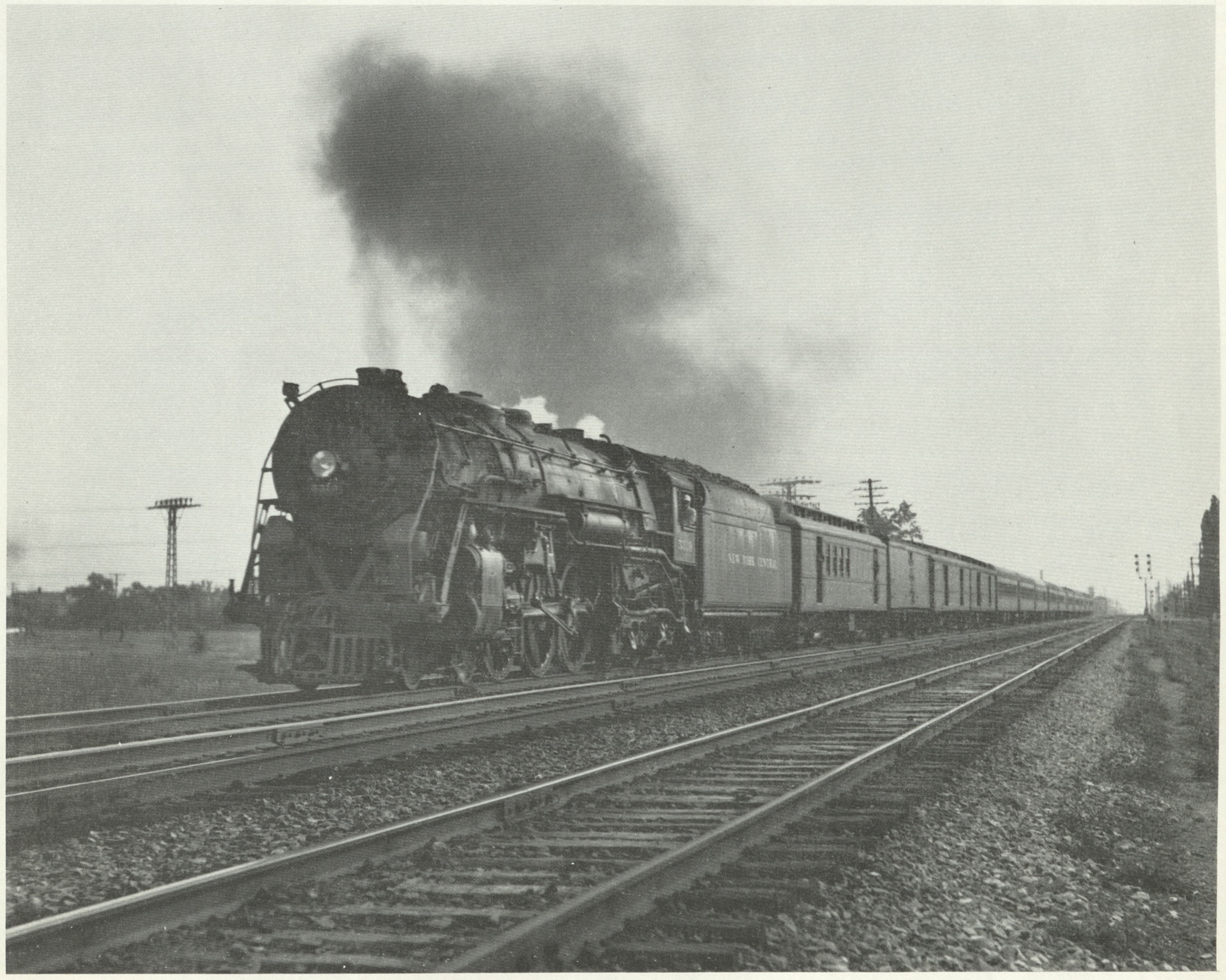

(J-1e)
5318

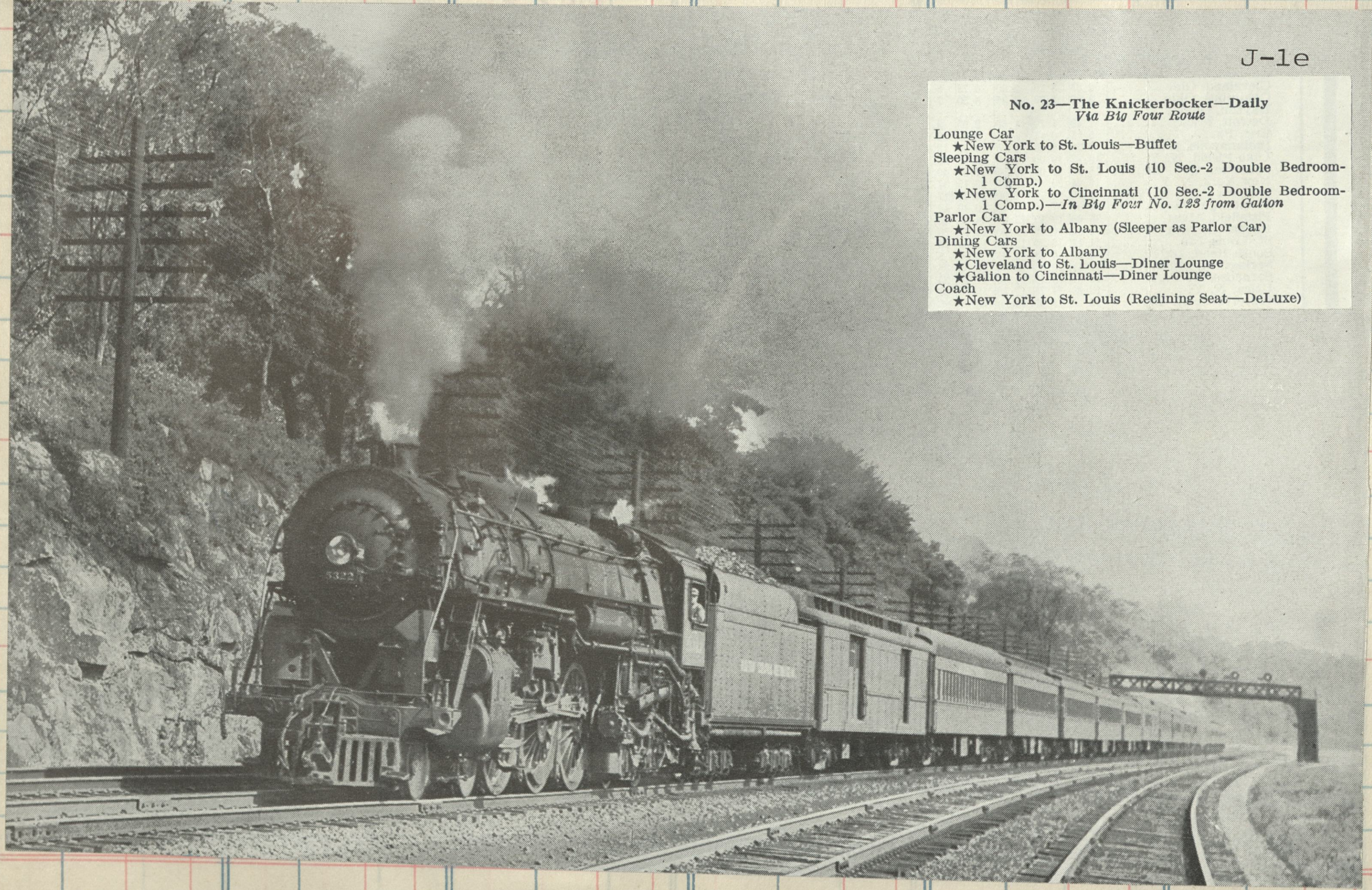
The 5318 with 14 cars passing Mayfield Rd on CUT

Class J-1e
5315-5344
c/n's
68551-80
Schen 1931


New Toledo station

(J-1e)


5319, a big J-le 4-6-4 Hudson hits her stride with 14 cars along the N.Y.C. main line sometime during the 1930's. This racehorse was built by Alco-Schenectady in May, 1931. Vance Roth Photo — A. K. Bush Collection.


J-1e

No. 23—The Knickerbocker—Daily
Via Big Four Route

Lounge Car
- ★New York to St. Louis—Buffet

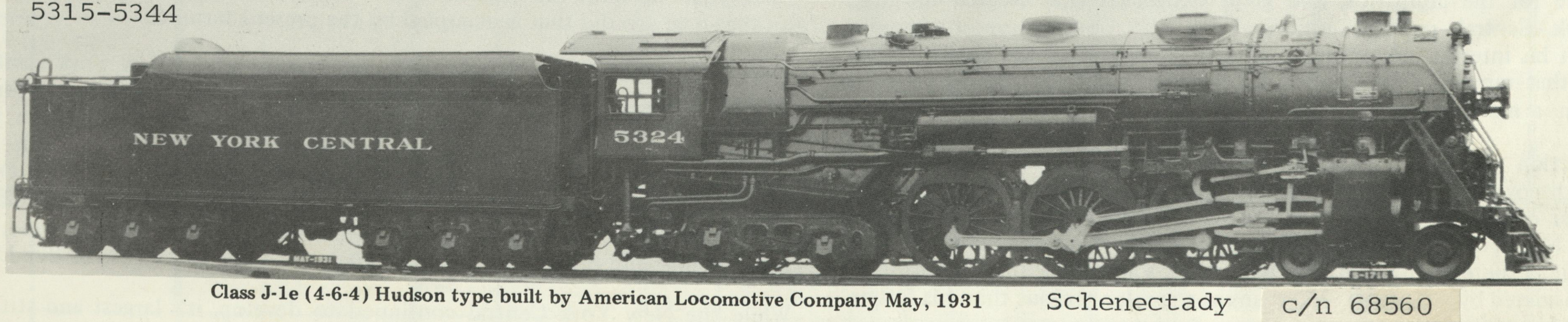
Sleeping Cars
- ★New York to St. Louis (10 Sec.-2 Double Bedroom-1 Comp.)
- ★New York to Cincinnati (10 Sec.-2 Double Bedroom-1 Comp.)—*In Big Four No. 123 from Galion*

Parlor Car
- ★New York to Albany (Sleeper as Parlor Car)

Dining Cars
- ★New York to Albany
- ★Cleveland to St. Louis—Diner Lounge
- ★Galion to Cincinnati—Diner Lounge

Coach
- ★New York to St. Louis (Reclining Seat—DeLuxe)

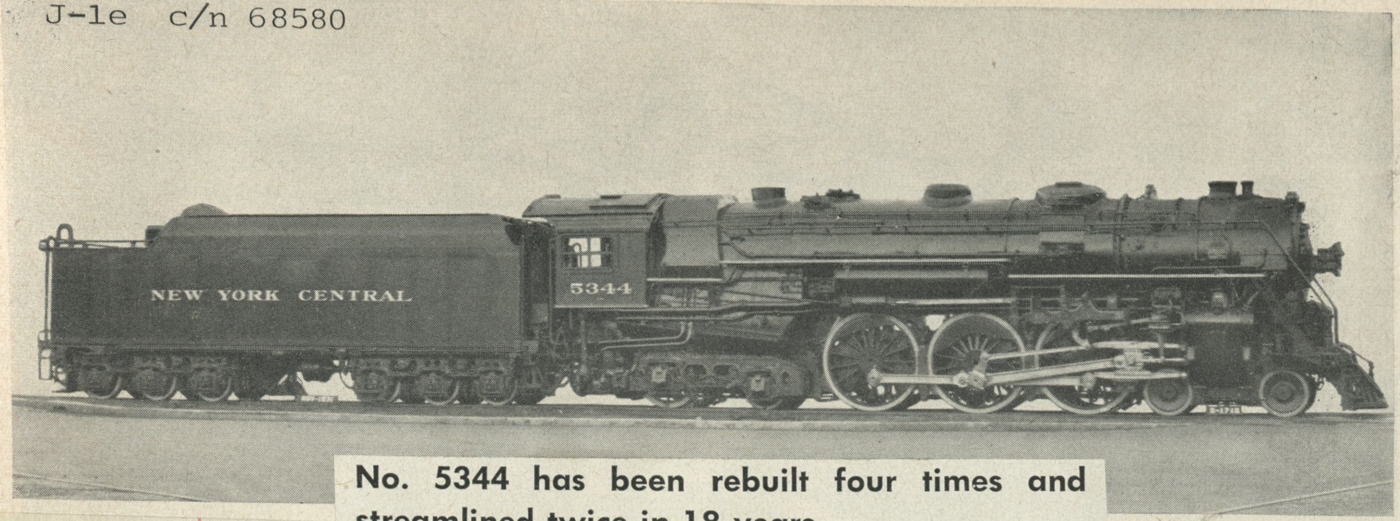
5315-5344



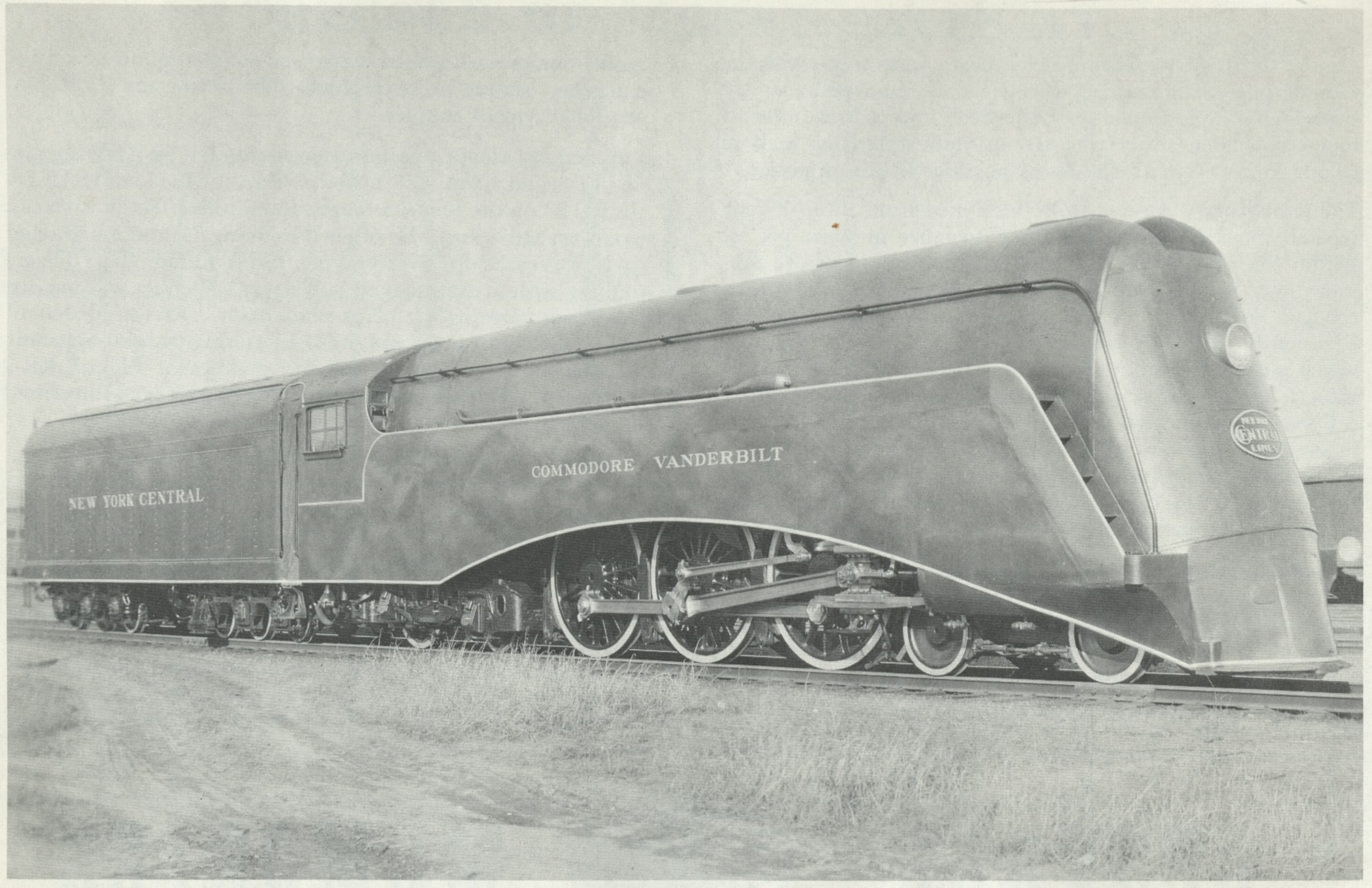
Class J-1e (4-6-4) Hudson type built by American Locomotive Company May, 1931 Schenectady c/n 68560

Tractive Force	53,200 lbs.	Total Engine Weight	352,000 lbs.
Cylinders	25 x 28"	Grate Area	81.5 sq. ft.
Driver Diameter	79"	Steam Pressure	225 lbs.

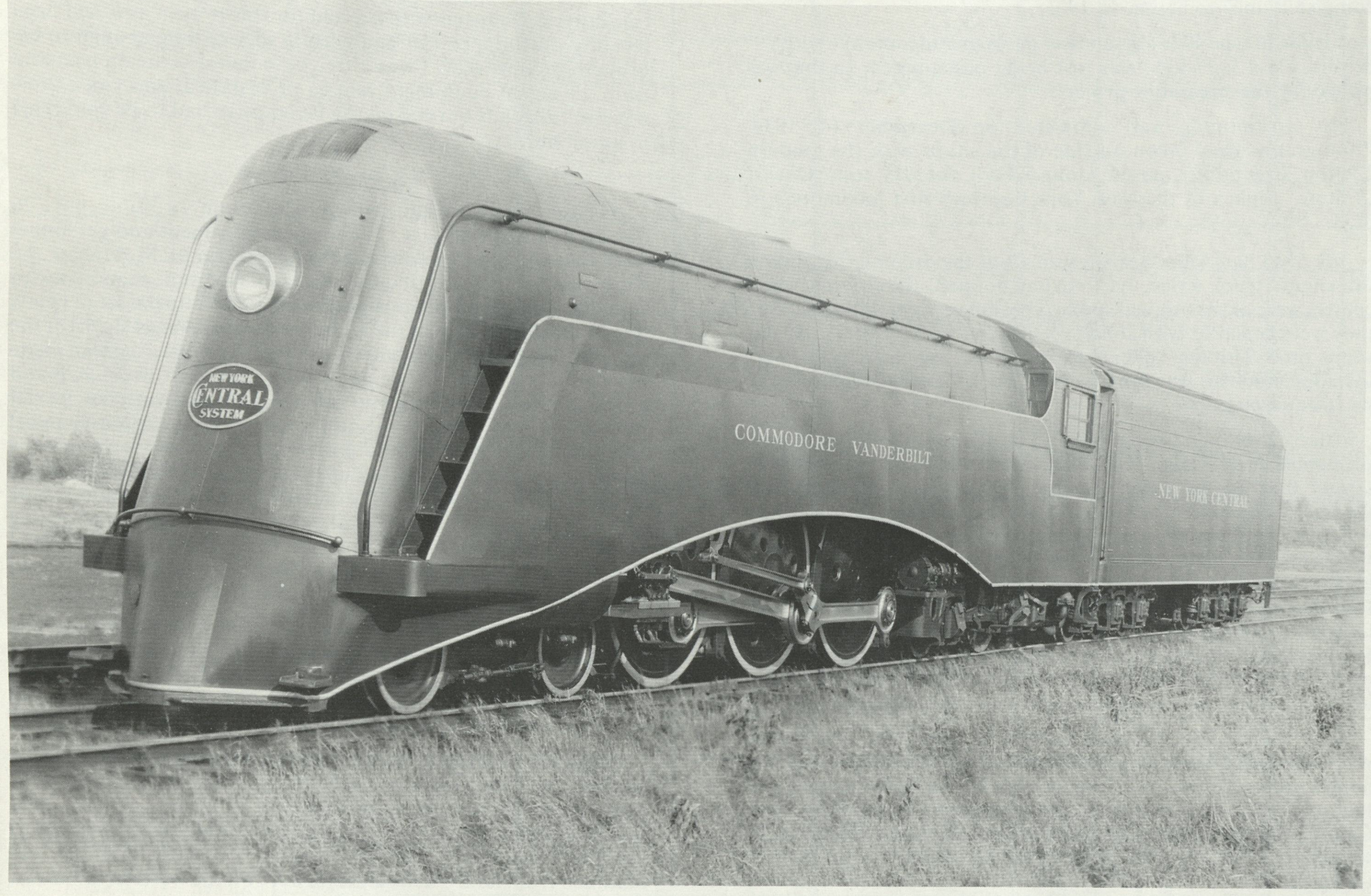
J-1e c/n 68580


NEW YORK CENTRAL
5344

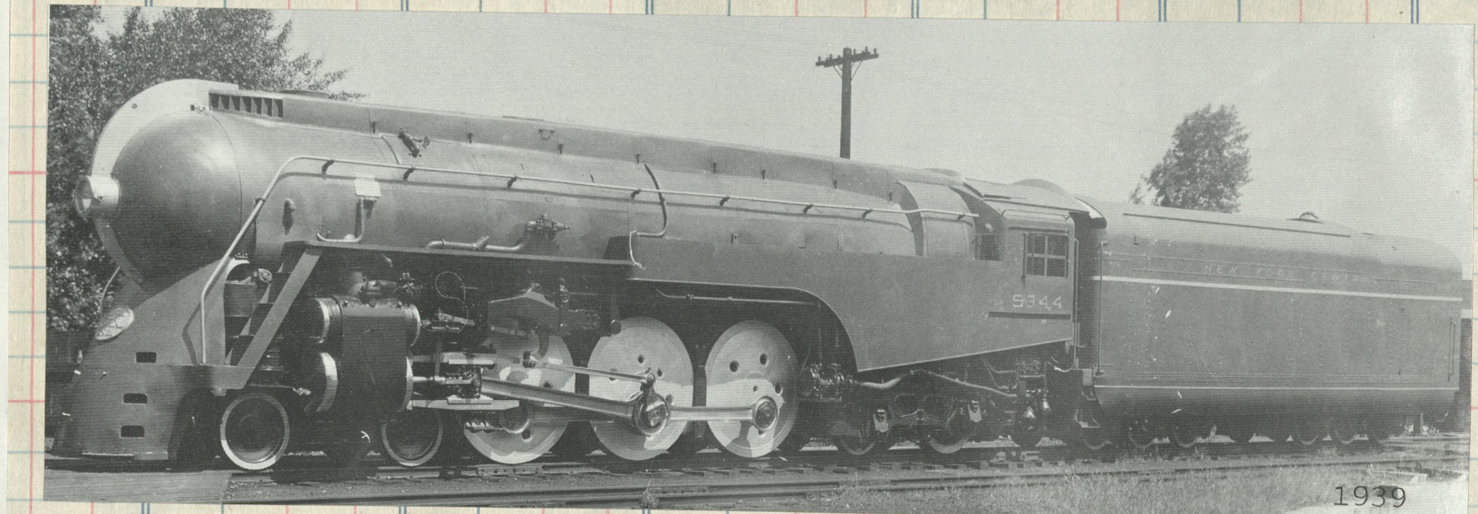
No. 5344 has been rebuilt four times and streamlined twice in 18 years


NEW YORK CENTRAL
COMMODORE VANDERBILT

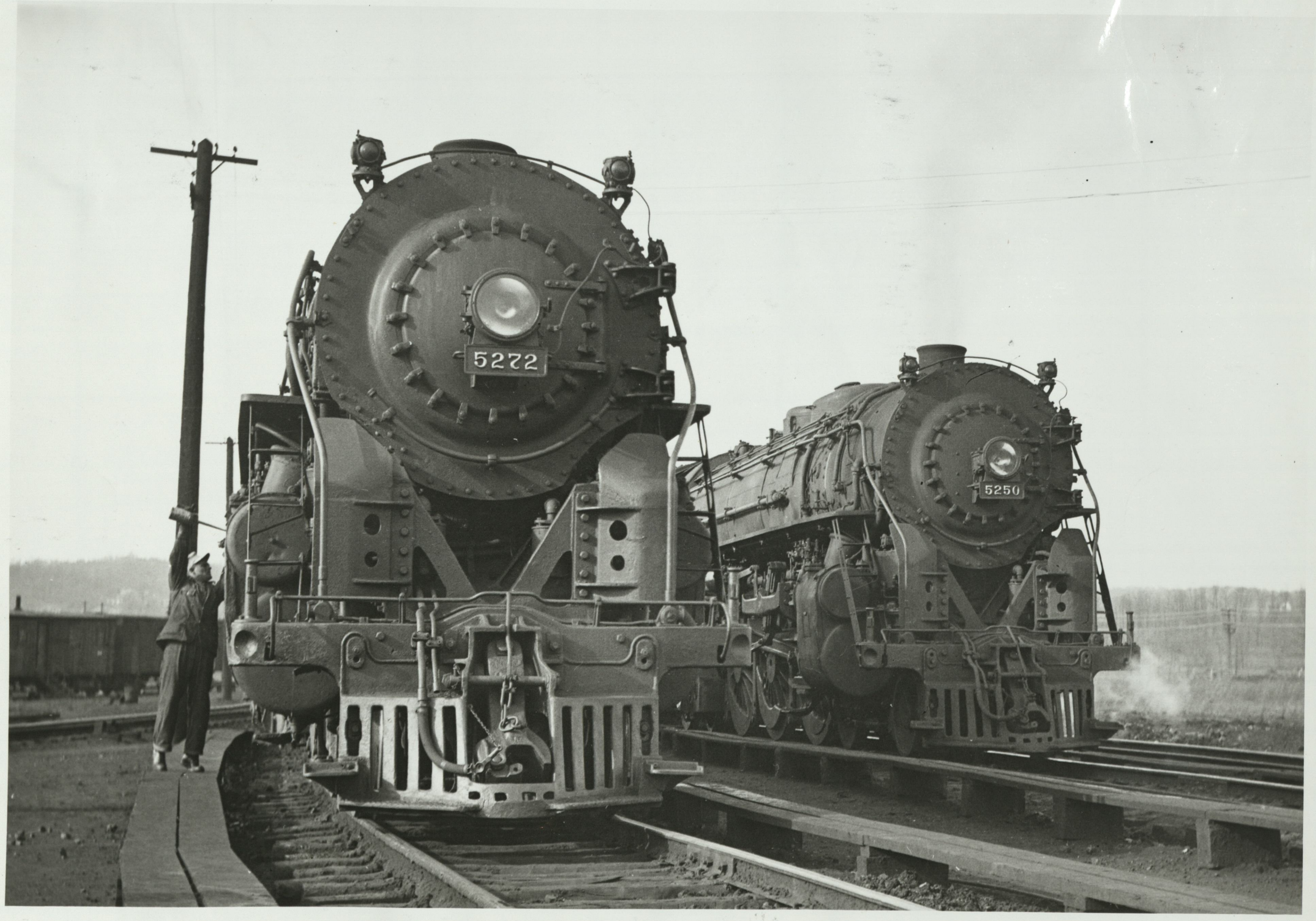
J-1e Hudson 5344 as streamlined for the “Commodore Vanderbilt” in December, 1934.


NEW YORK CENTRAL SYSTEM
COMMODORE VANDERBILT
NEW YORK CENTRAL

“Commodore Vanderbilt” 5344 after spoked drivers were replaced with disc type. 1935



1939



LADIES IN WAITING

Viewed from any angle the Hudsons were magnificent. Here a pair of J-1c's stand on the outbound ready track at Harmon March 4, 1936. This excellent shot taken by Edward May and my favorite of all Hudson photos.

1

Sold

No. Sold Amount

Total
Add—Error ______
DATE
Deduct “ ______
DATE
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

Clos. No. Sold Amount Clos. No. Sold Amount

5728)

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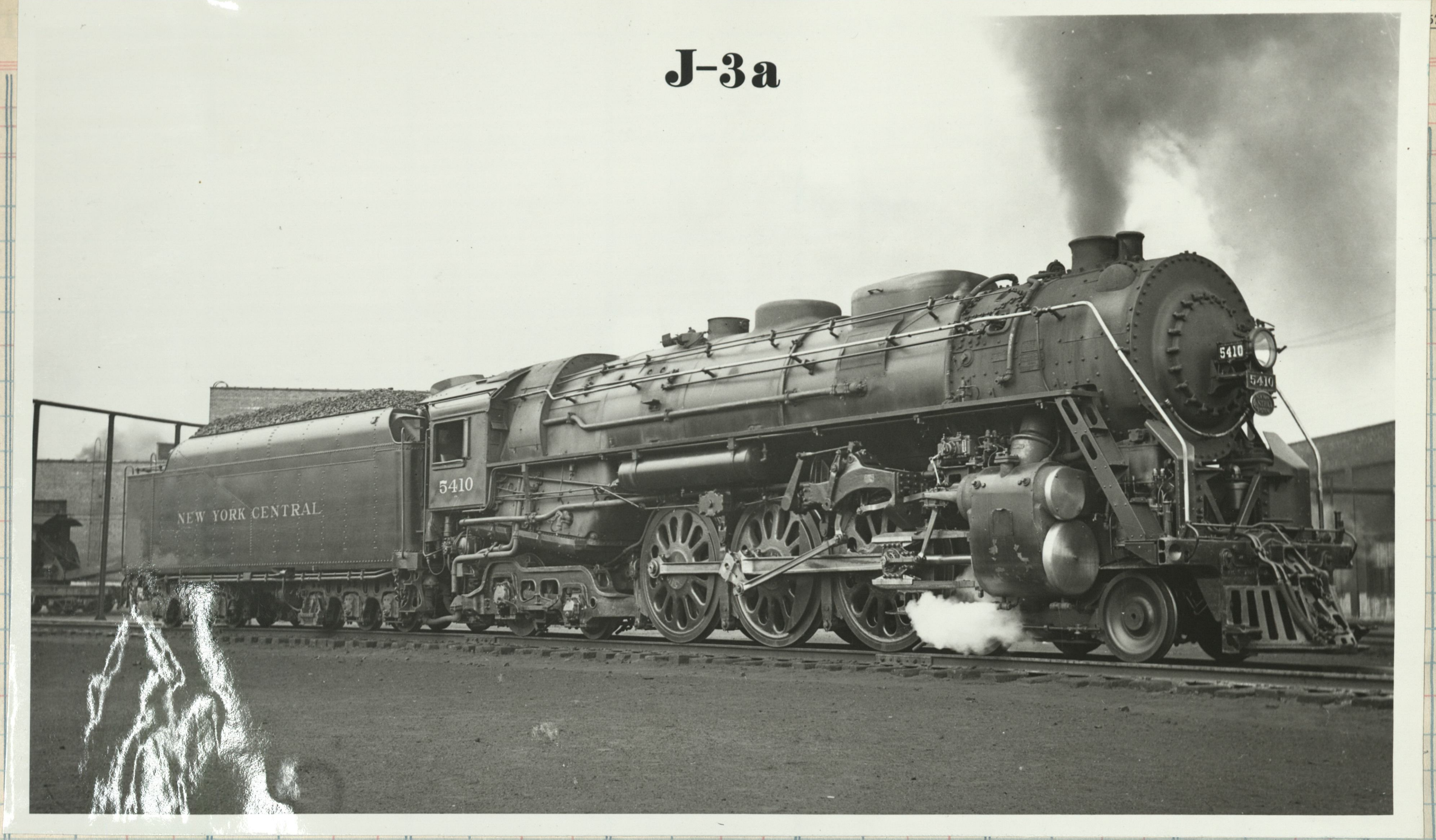
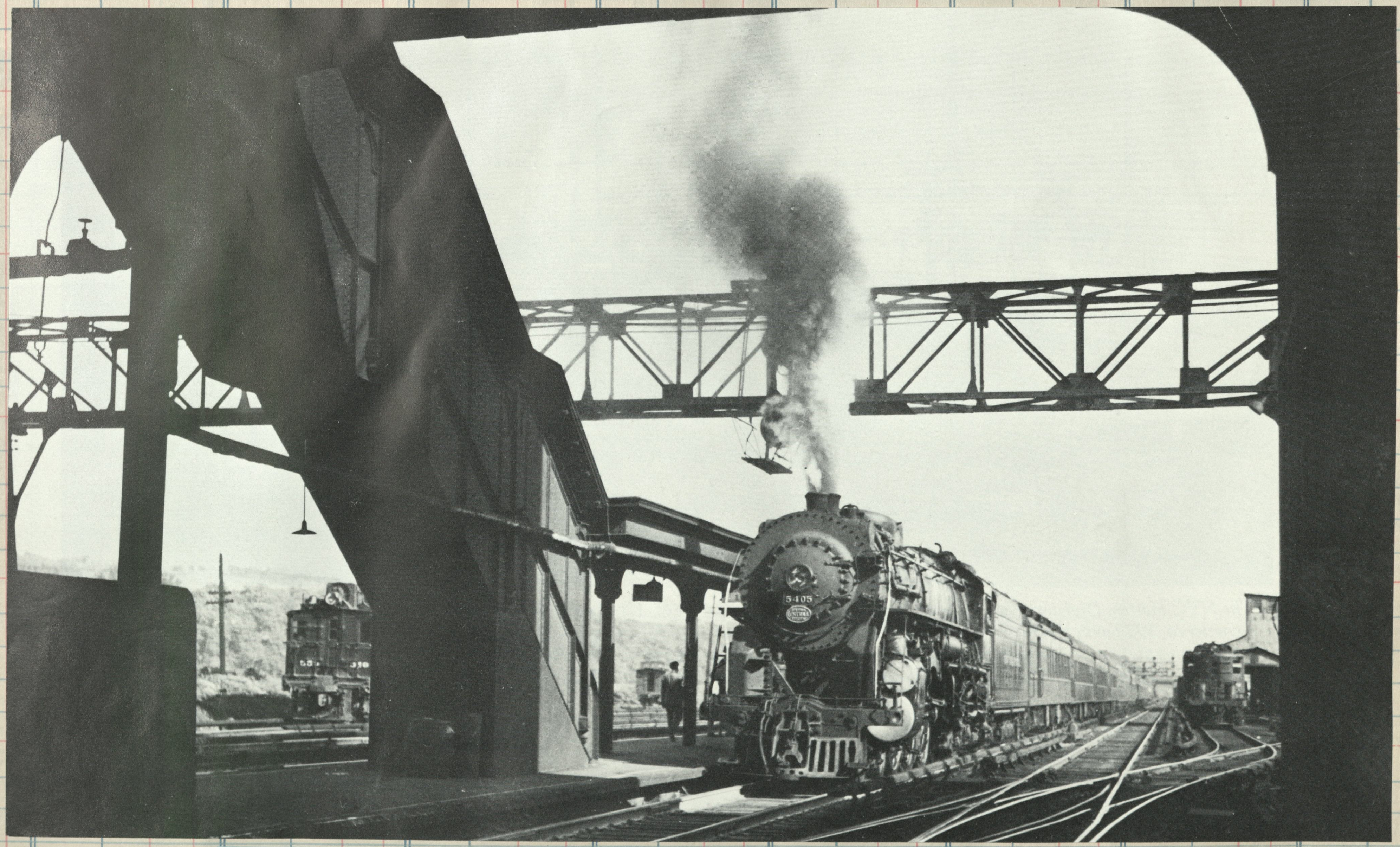
J-3a

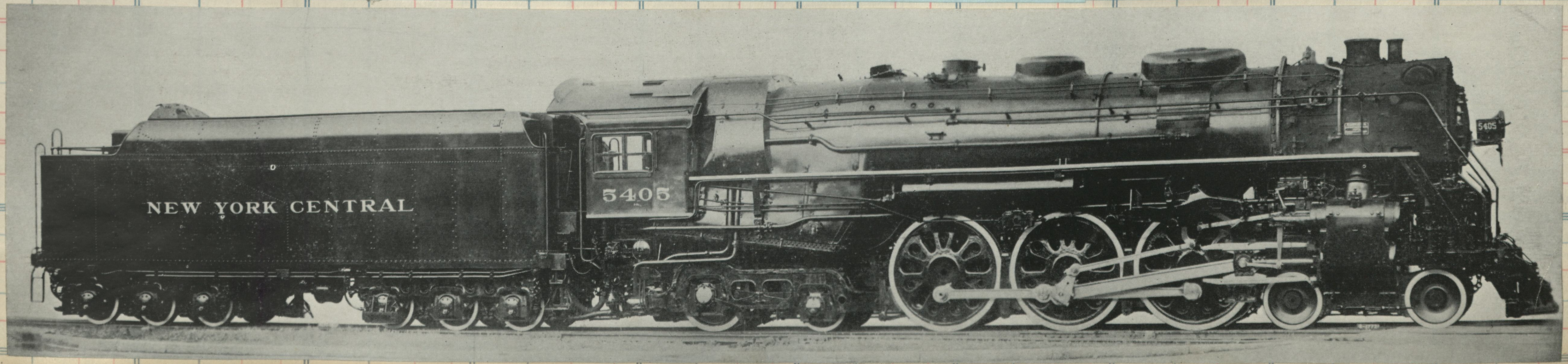


Class J-3a
5405-5454
c/n's
68839-88
Schen 1937-38

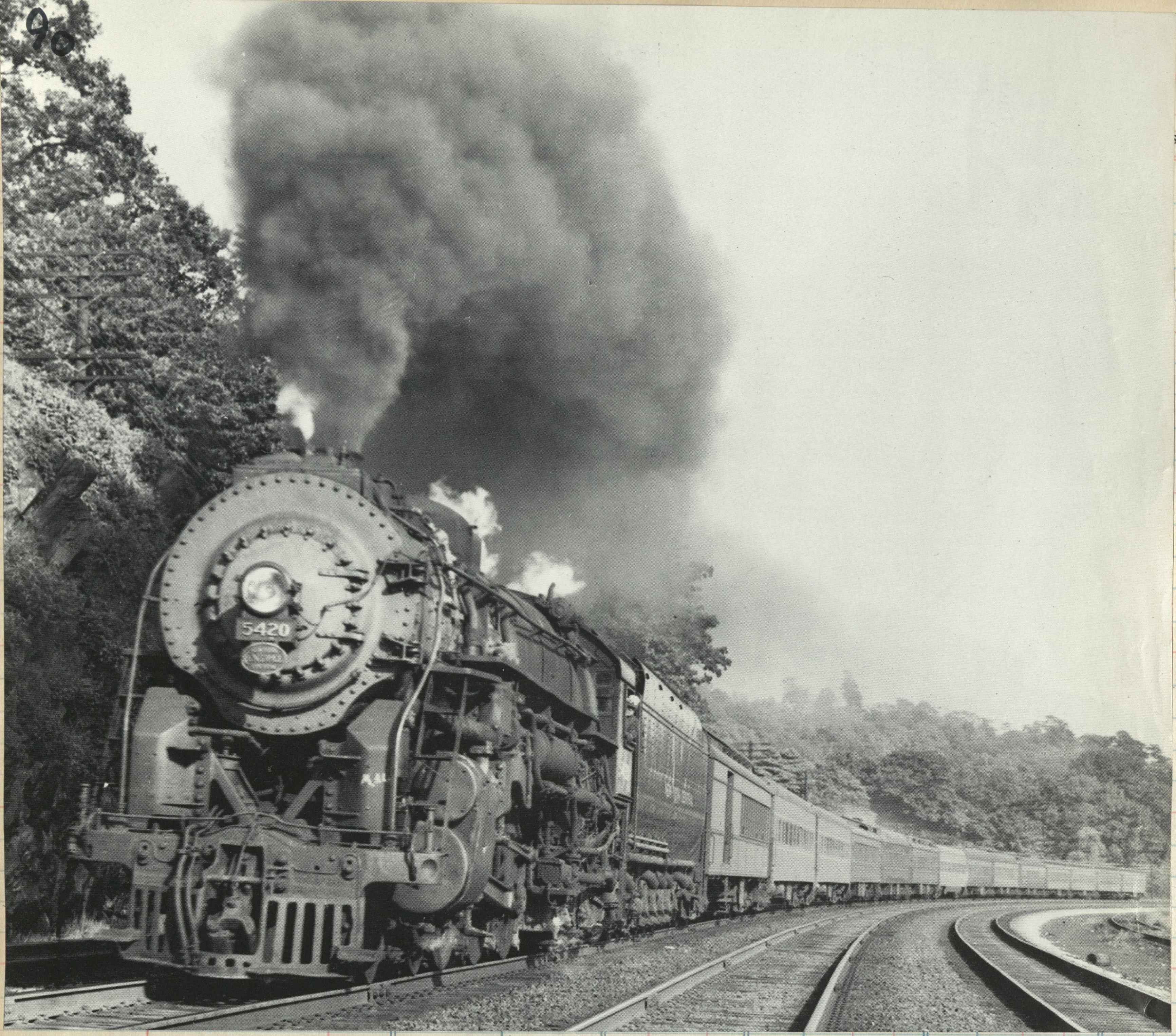
The New York Central Hudsons were considered by many locomotive connoisseurs as the most beautiful steam engines ever built. The last group still retained their graceful and attractive lines. Brand new 5410 at Harmon on Dec. 5, 1937. foto by Ed May



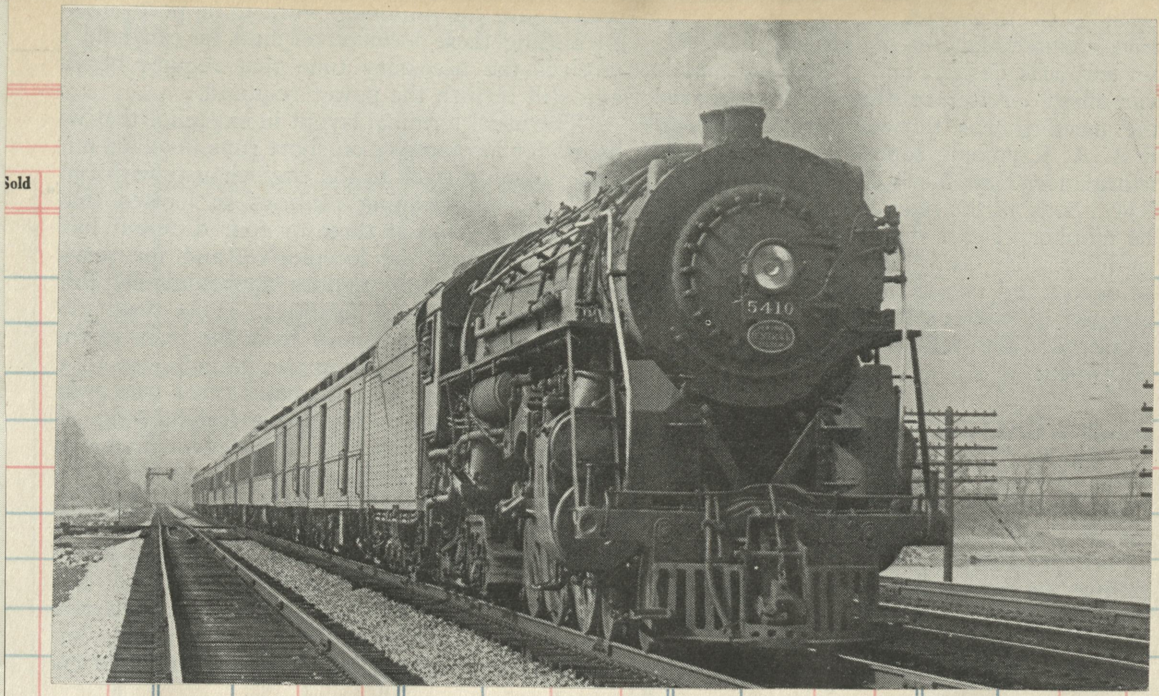
The 5405 ready to depart from Harmon with the "Century"



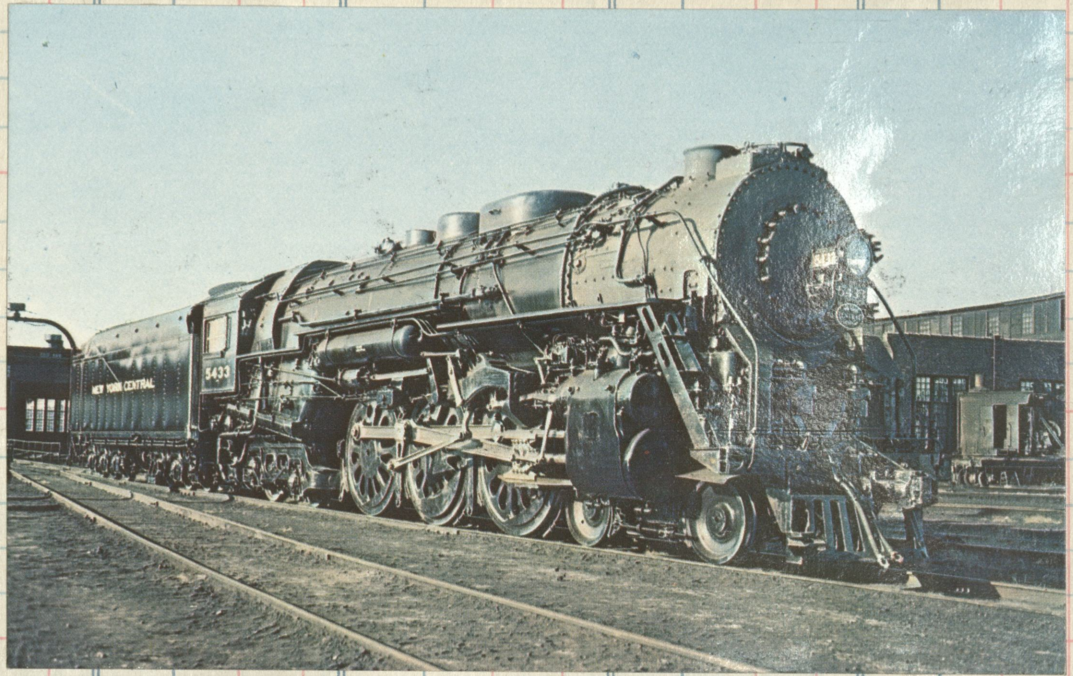
90



Sold

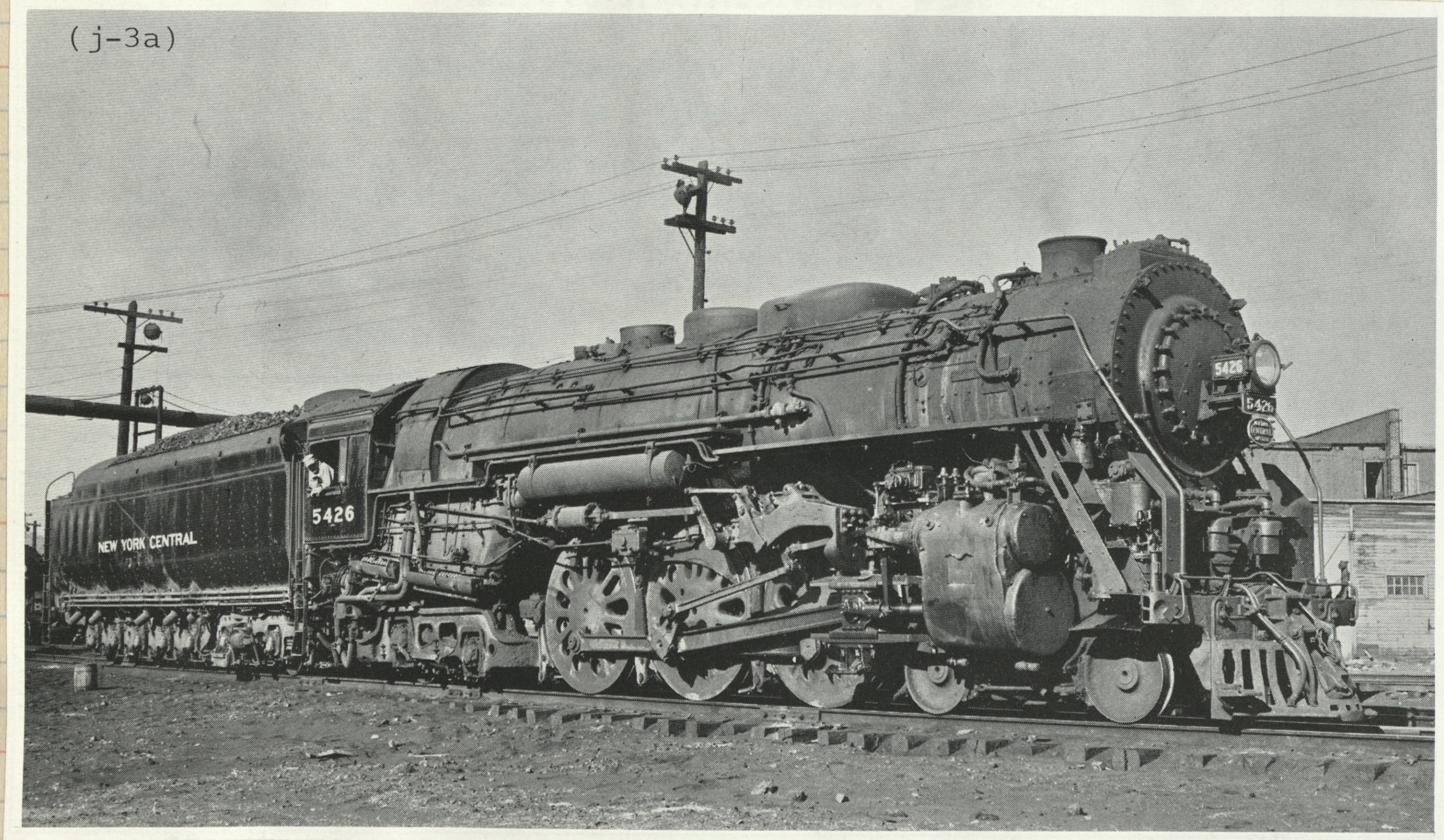


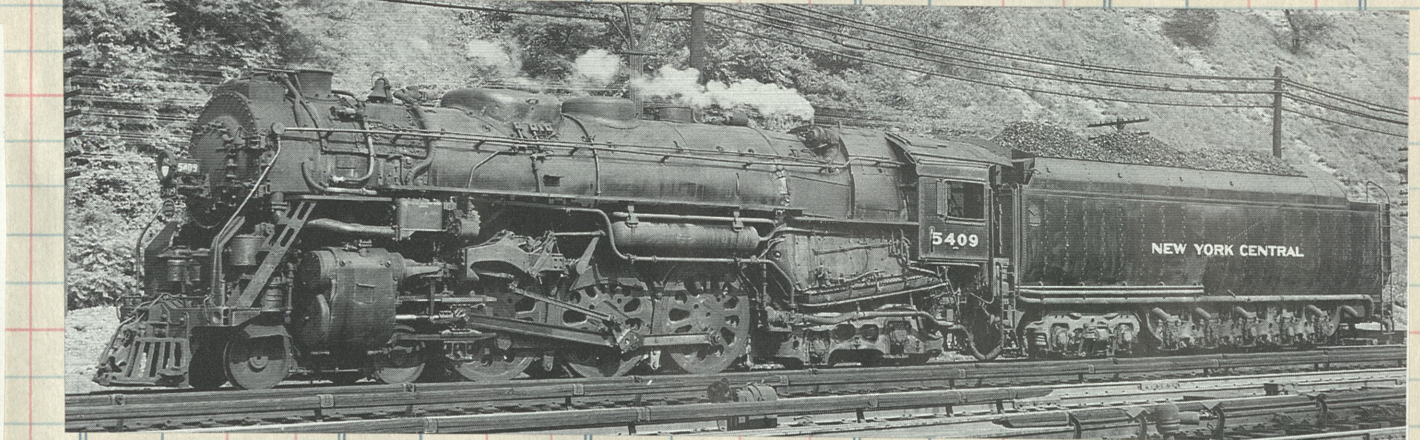
Clos. No. | Sold | Amount


NEW YORK CENTRAL
5433

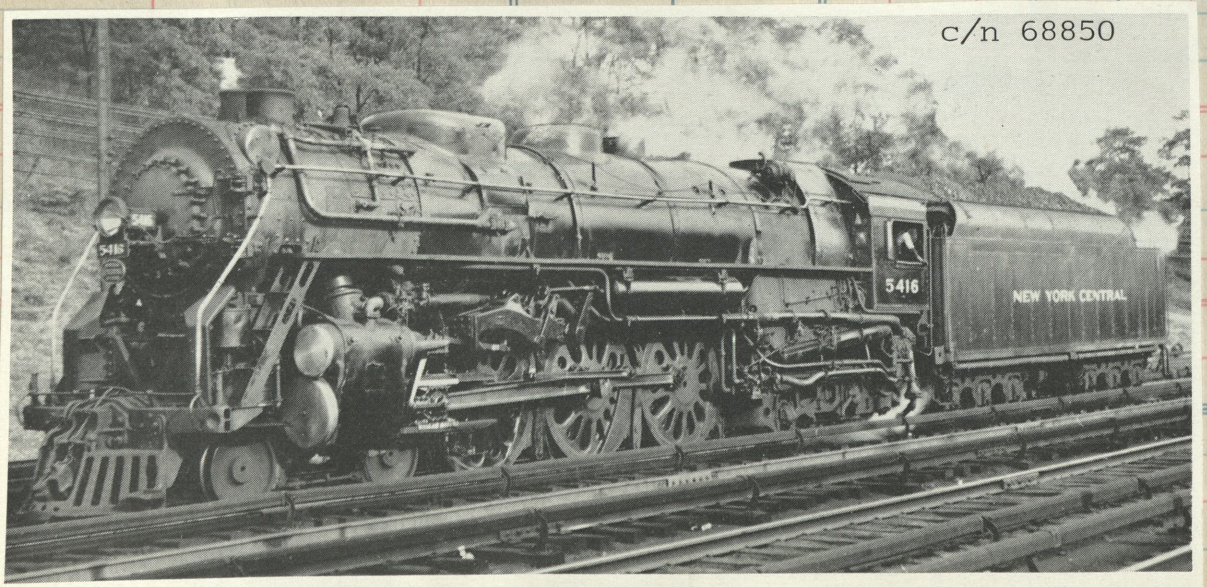
68864

(j-3a)

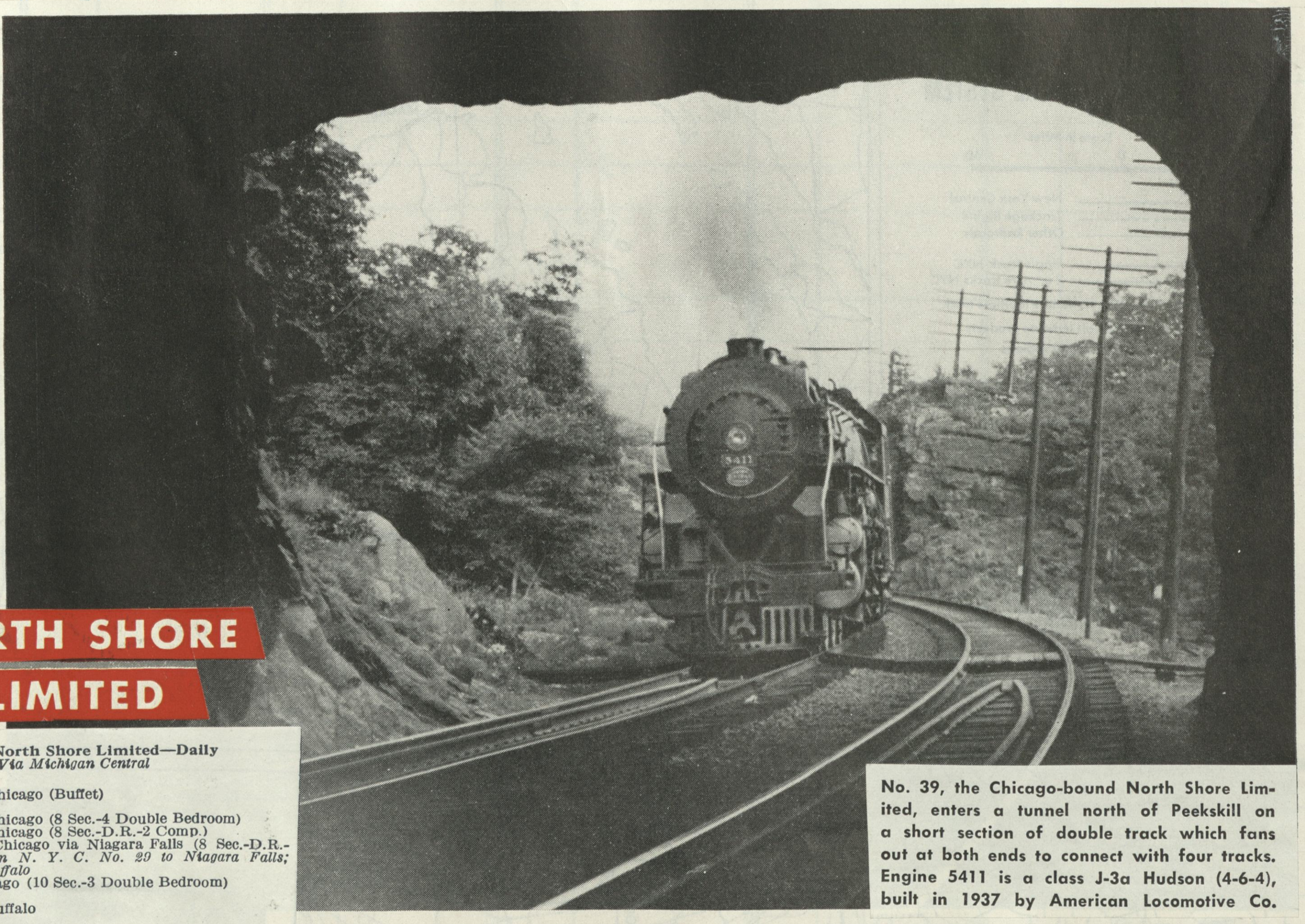

5426
NEW YORK CENTRAL
5426


5409
NEW YORK CENTRAL

c/n 68850


5416
NEW YORK CENTRAL

Class J-3a No. 5416 with Boxpok coupled wheels and 14,000-gal. 30-ton 12-wheel tender waits at Harmon to take on a Chicago express, 1941. (Photo: P. Ransome-Wallis)



No. 39, the Chicago-bound North Shore Limited, enters a tunnel north of Peekskill on a short section of double track which fans out at both ends to connect with four tracks. Engine 5411 is a class J-3a Hudson (4-6-4), built in 1937 by American Locomotive Co.

Wayne Brumbaugh

NORTH SHORE LIMITED

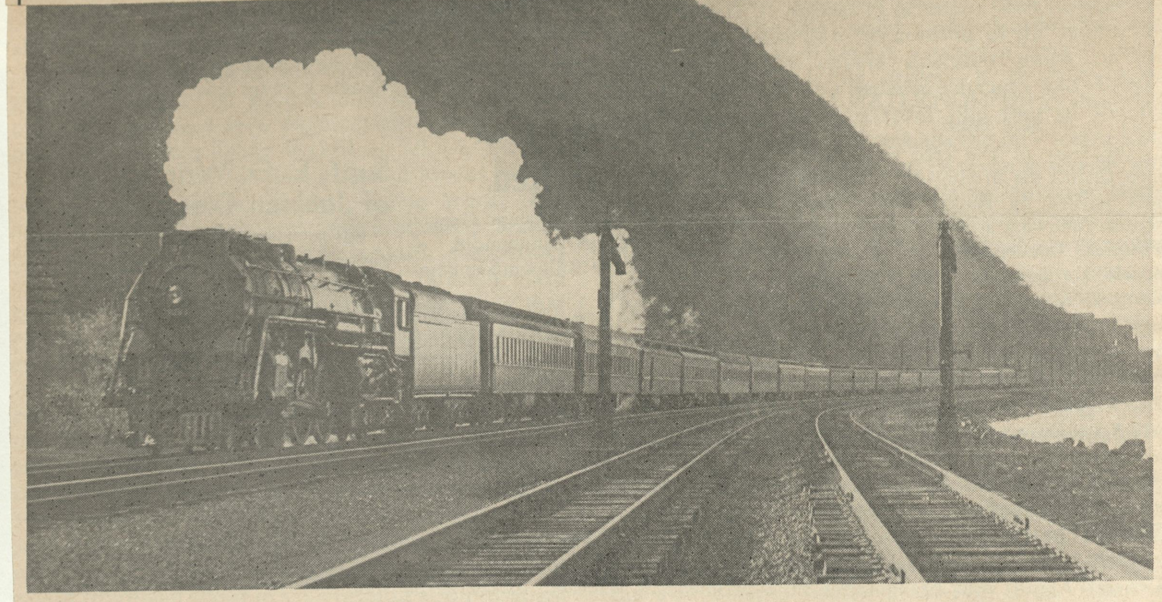
No. 39—North Shore Limited—Daily
Via Michigan Central

- Lounge Car
  - ★New York to Chicago (Buffet)
- Sleeping Cars
  - ★New York to Chicago (8 Sec.-4 Double Bedroom)
  - ★New York to Chicago (8 Sec.-D.R.-2 Comp.)
  - ★New York to Chicago via Niagara Falls (8 Sec.-D.R.-2 Comp.)—*In N. Y. C. No. 29 to Niagara Falls; No. 246 to Buffalo*
  - ★Buffalo to Chicago (10 Sec.-3 Double Bedroom)
- Parlor Car
  - ★New York to Buffalo
- Dining Car
  - ★New York to Chicago—Diner Lounge
- Coach
  - ★New York to Chicago (Reclining Seat—DeLuxe)

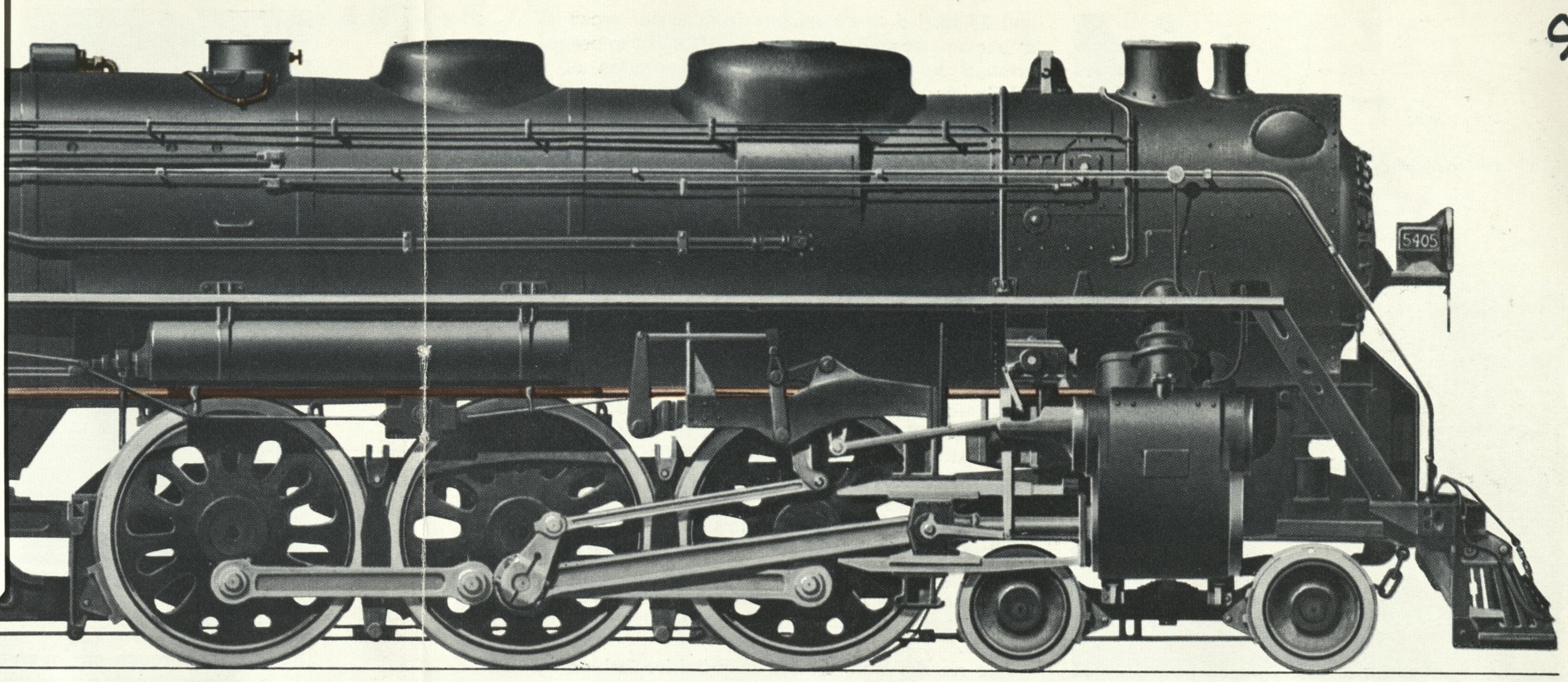
The coupled axle roller-bearing boxes were selected

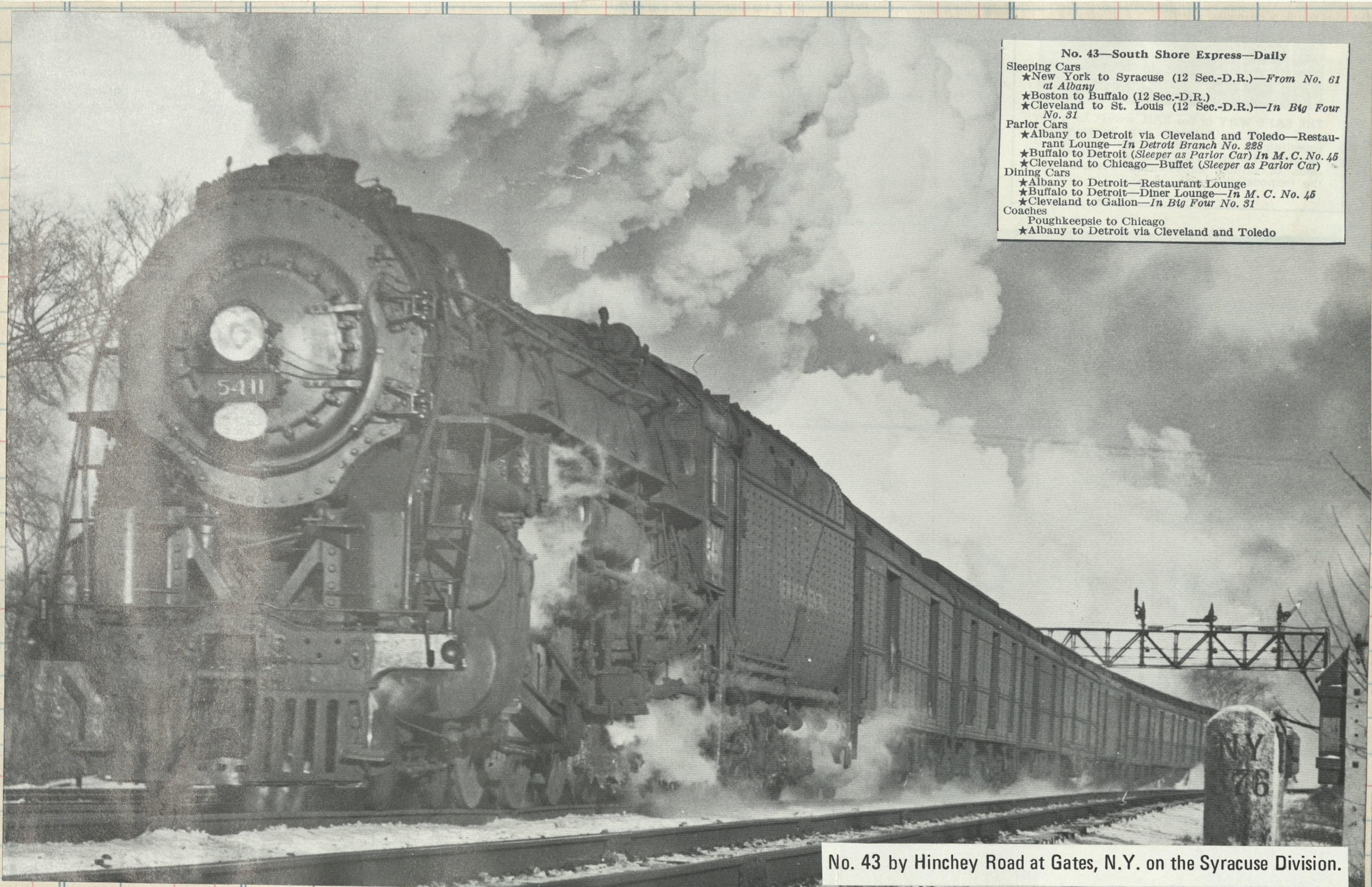
the J-3a had a coal rate of 3·3 lb./dbhp-hr. at

Roosevelt Funeral Train Nearing End of Its Run to Hyde Park, N. Y., Over the New York Central, April 15, 1945



This photograph, by David V. Hyde, Company Photographer, was made from the eastern bank of the Hudson, near Breakneck Mountain. The engineman was C. J. Palmer, and the fireman, T. J. Doyle, both of Harmon, N. Y.





No. 43—South Shore Express—Daily

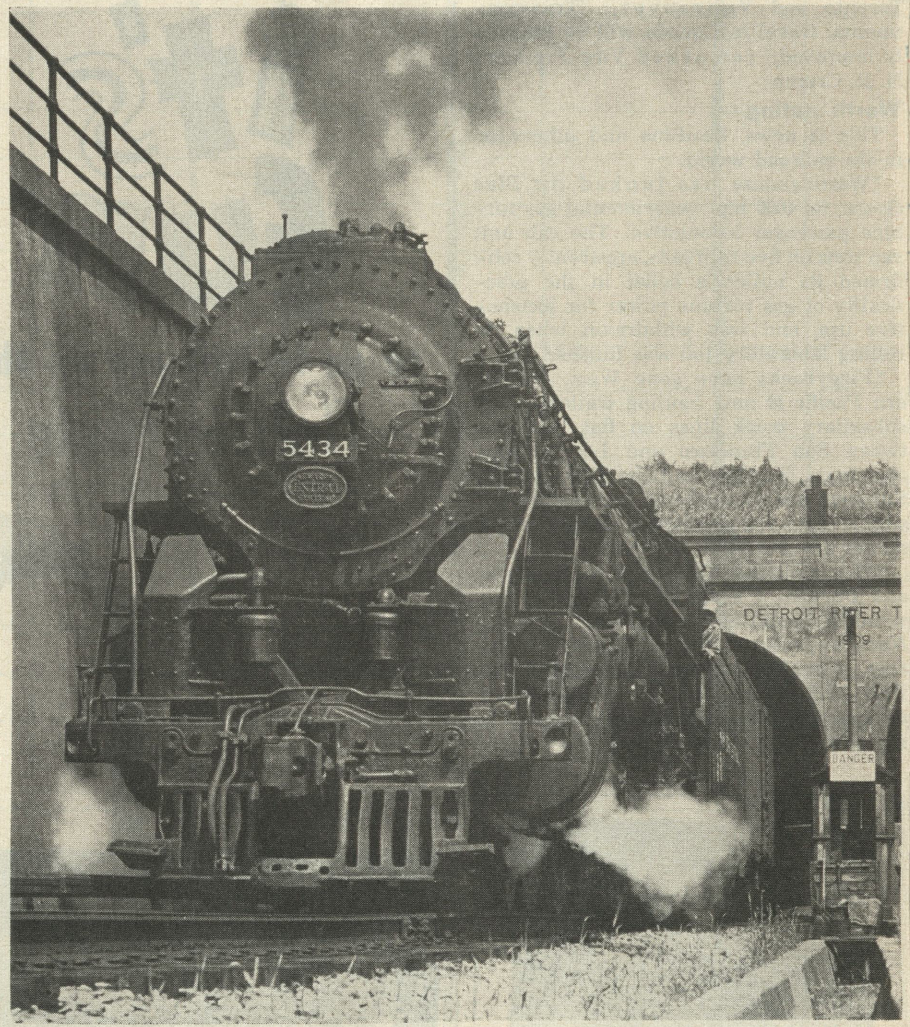
Sleeping Cars
- ★New York to Syracuse (12 Sec.-D.R.)—*From No. 61 at Albany*
- ★Boston to Buffalo (12 Sec.-D.R.)
- ★Cleveland to St. Louis (12 Sec.-D.R.)—*In Big Four No. 31*

Parlor Cars
- ★Albany to Detroit via Cleveland and Toledo—Restaurant Lounge—*In Detroit Branch No. 228*
- ★Buffalo to Detroit (*Sleeper as Parlor Car*) *In M. C. No. 45*
- ★Cleveland to Chicago—Buffet (*Sleeper as Parlor Car*)

Dining Cars
- ★Albany to Detroit—Restaurant Lounge
- ★Buffalo to Detroit—Diner Lounge—*In M. C. No. 45*
- ★Cleveland to Galion—*In Big Four No. 31*

Coaches
- Poughkeepsie to Chicago
- ★Albany to Detroit via Cleveland and Toledo

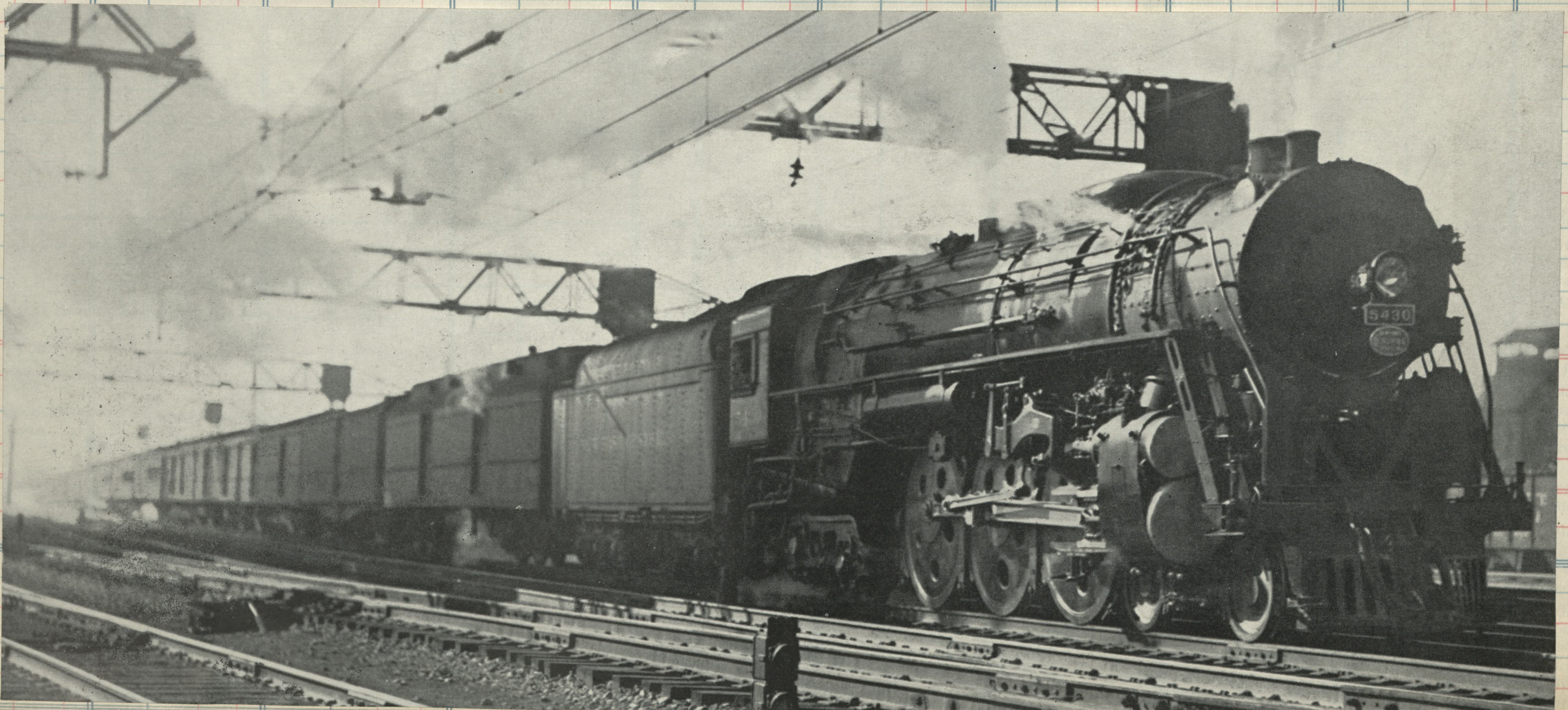
No. 43 by Hinchey Road at Gates, N.Y. on the Syracuse Division.



Detroit *Free Press.*

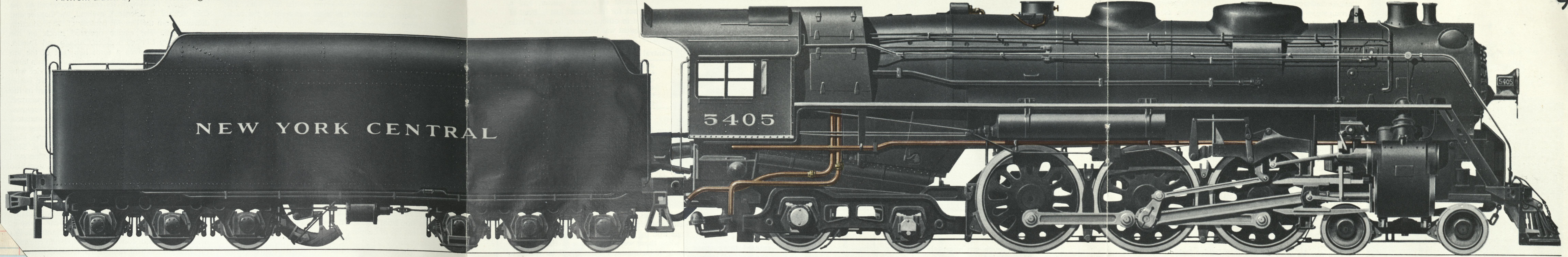
LAST STEAM-POWERED TRAIN east of Detroit over the Michigan Central — Hudson 5434 on the second section of the Empire State — comes out of Detroit River Tunnel after juice jack pilot is uncoupled June 16. Dieselization also dooms Central's third-rail electrification under the river.

1953

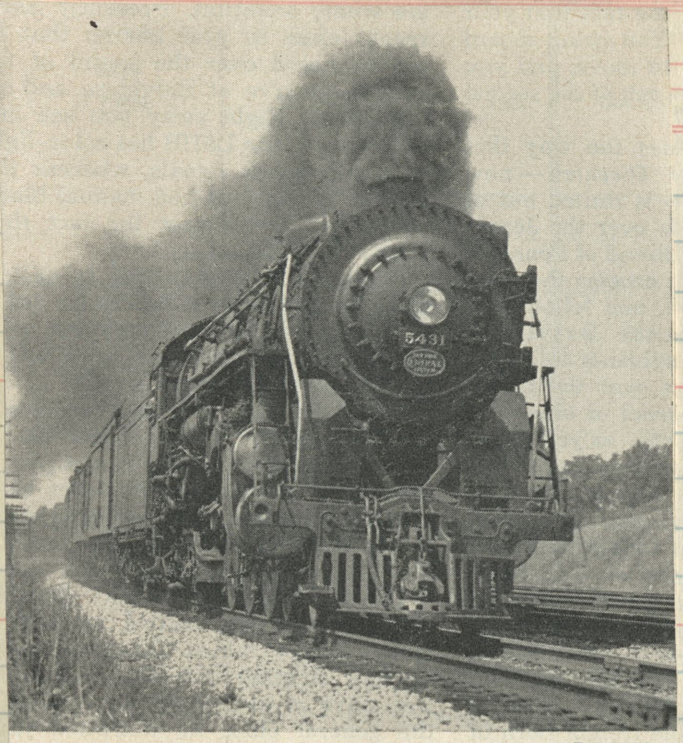


14,000 U.S. gal. of water and 24 short tons of coal

Artwork drawn by David Warner © Profile Publications Limited


NEW YORK CENTRAL
5405
5405

92

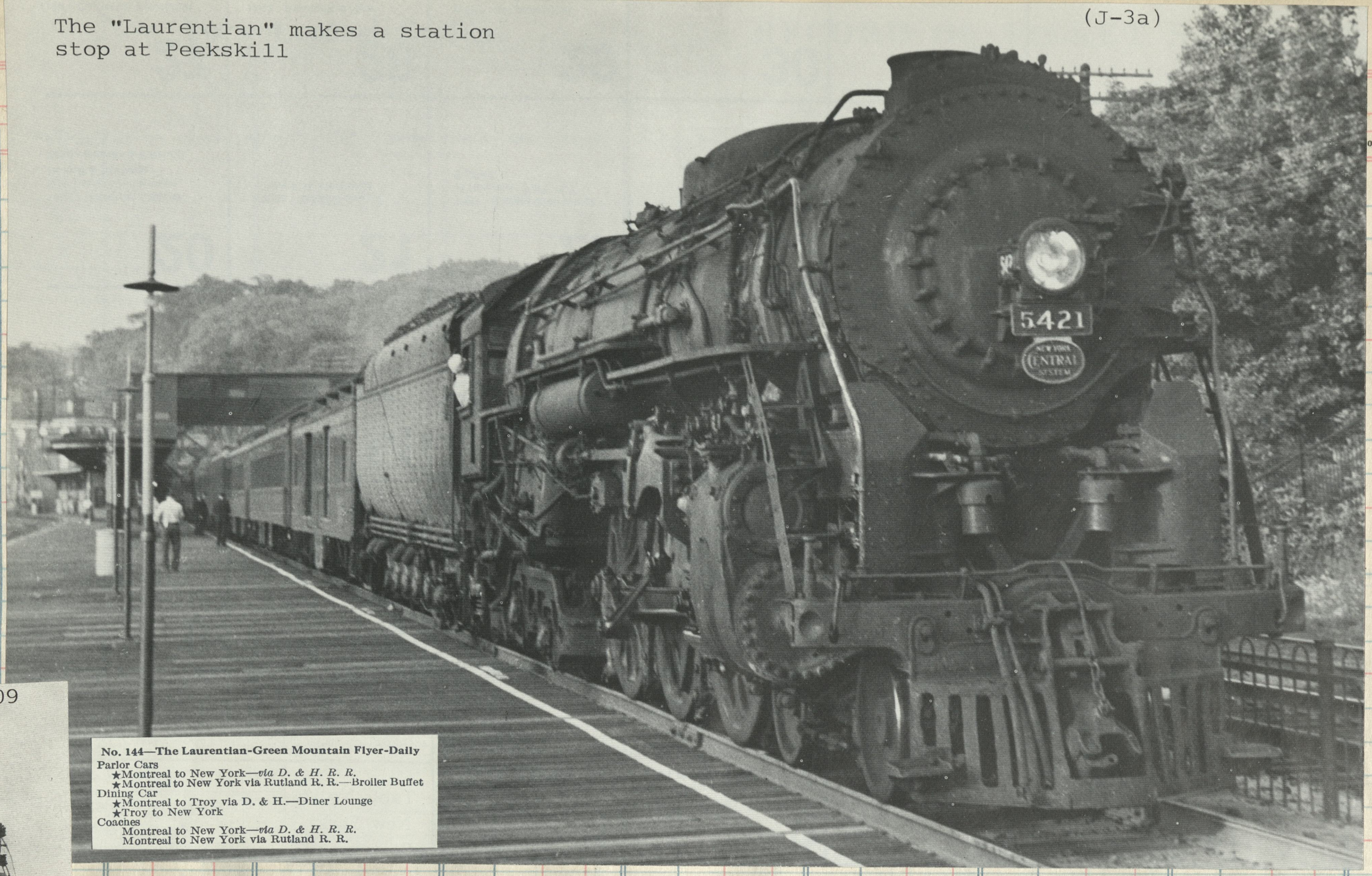


Ray J. Maas.

Super Hudson No. 5431, a J-3 class engine equipped with roller bearings and Scullin drivers, roars eastward over New York Central's four-track main near East Rochester, N. Y., at 75 miles an hour with train No. 90.

The "Laurentian" makes a station stop at Peekskill

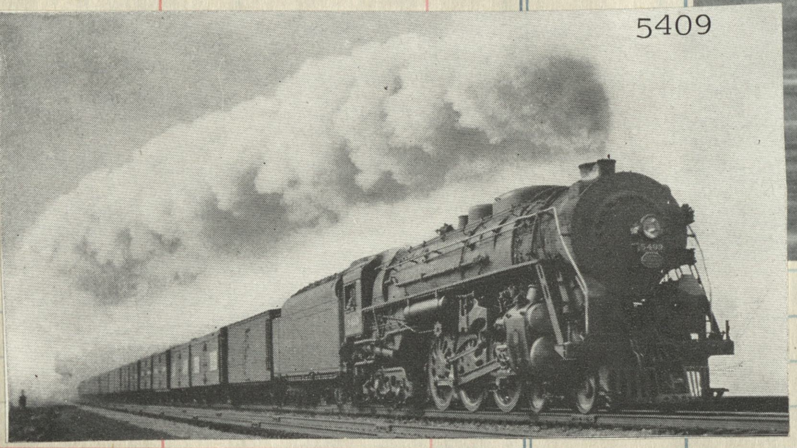
(J-3a)

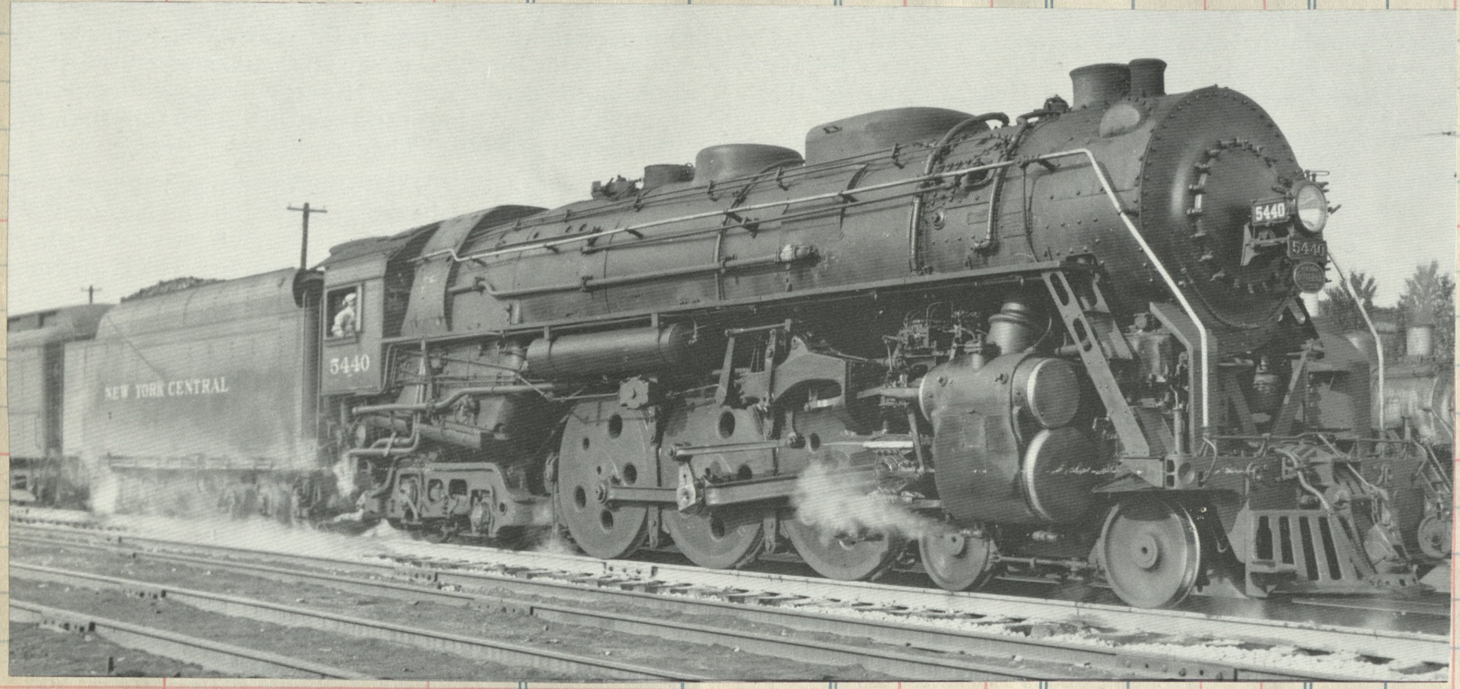


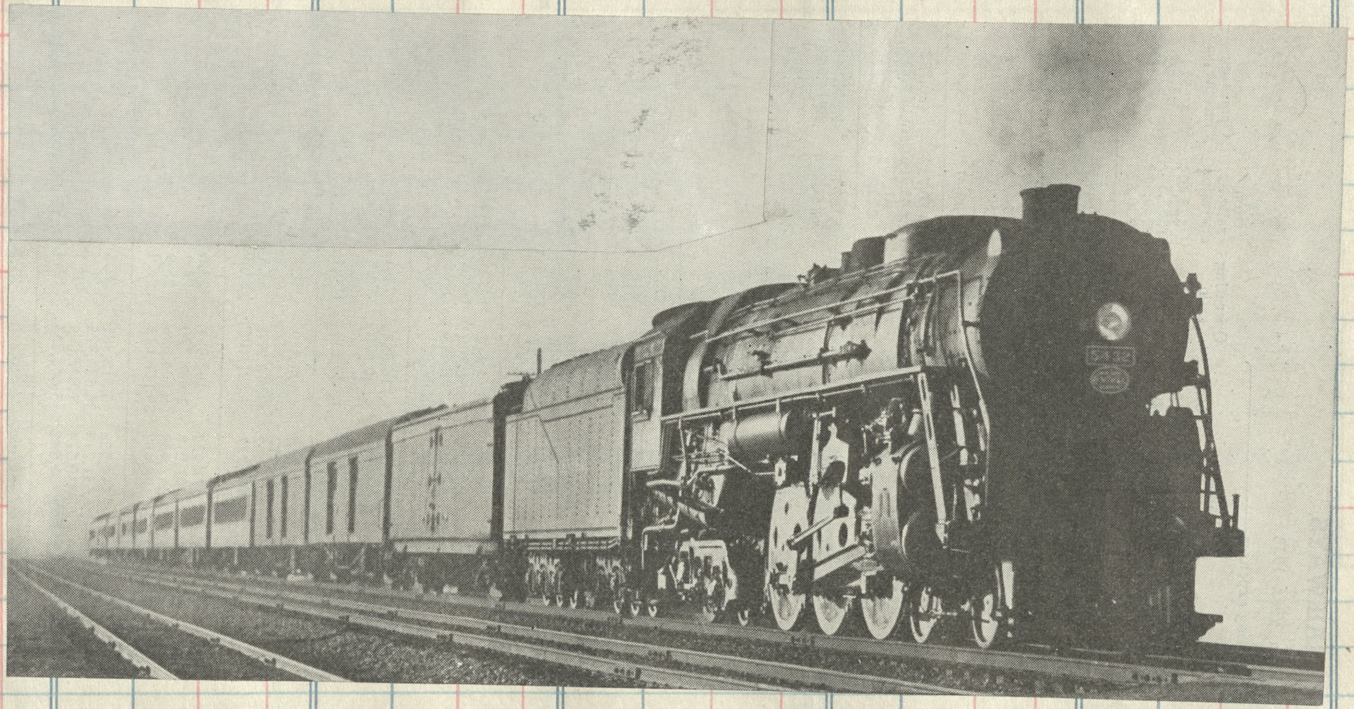
No. 144—The Laurentian-Green Mountain Flyer-Daily
Parlor Cars
★Montreal to New York—*via D. & H. R. R.*
★Montreal to New York via Rutland R. R.—Broiler Buffet
Dining Car
★Montreal to Troy via D. & H.—Diner Lounge
★Troy to New York
Coaches
Montreal to New York—*via D. & H. R. R.*
Montreal to New York via Rutland R. R.

os. No. | Sold | Amount | Clas. No. | Sold | Amount

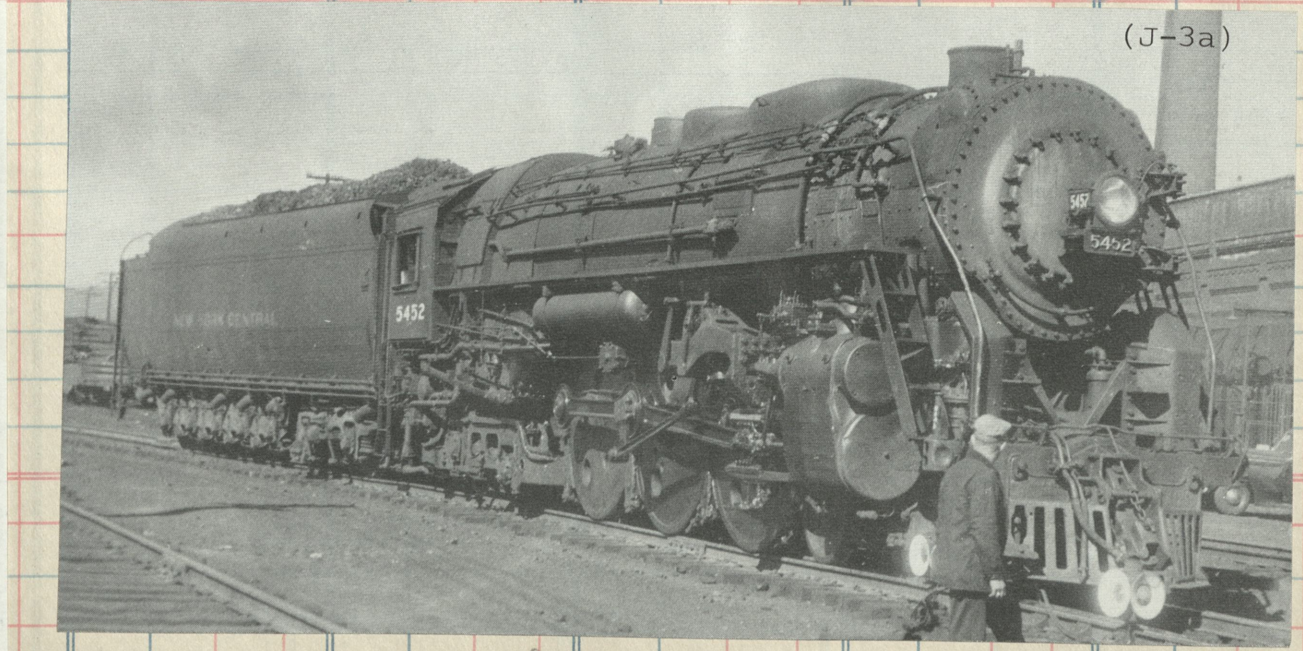
5409

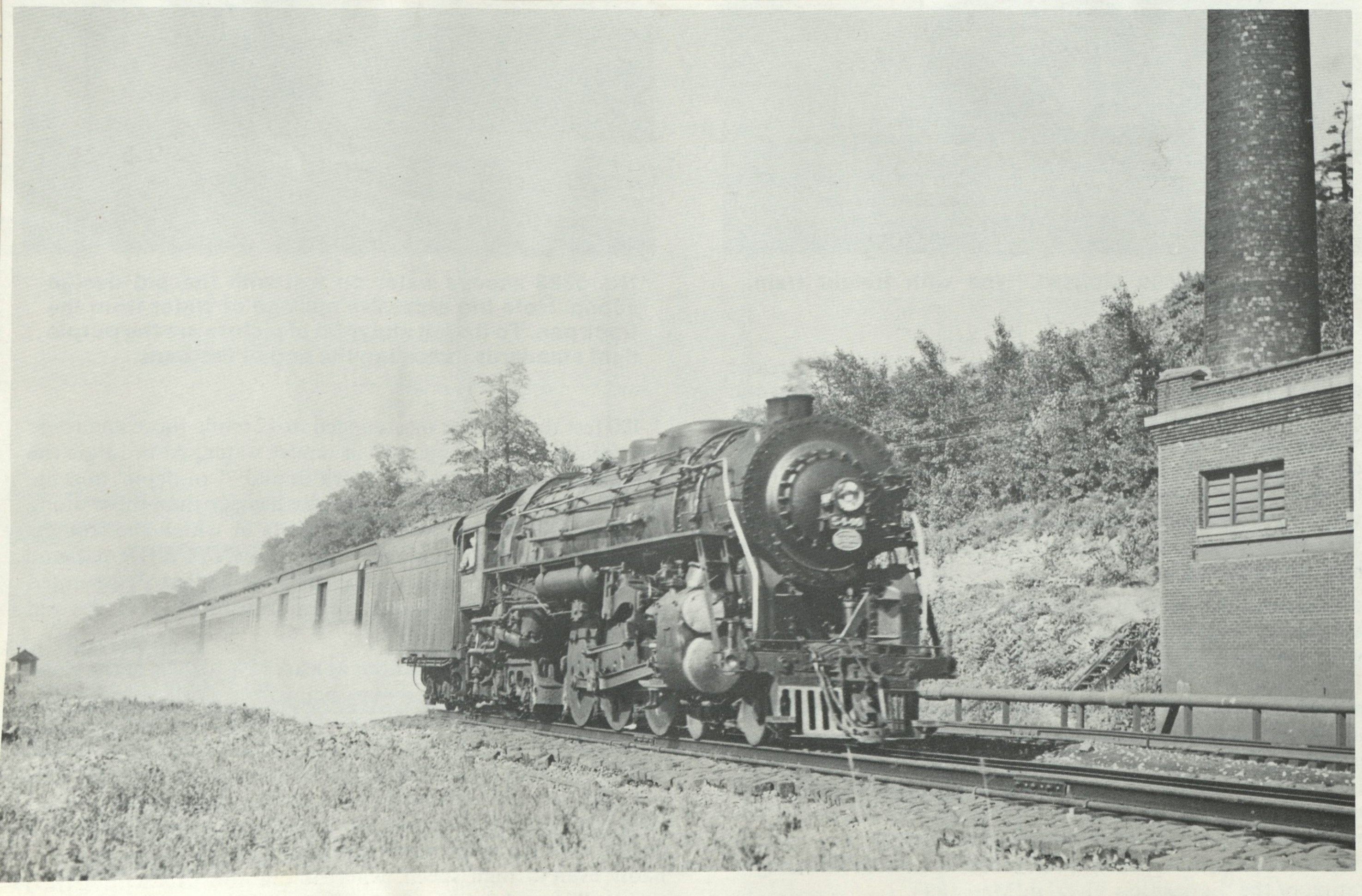






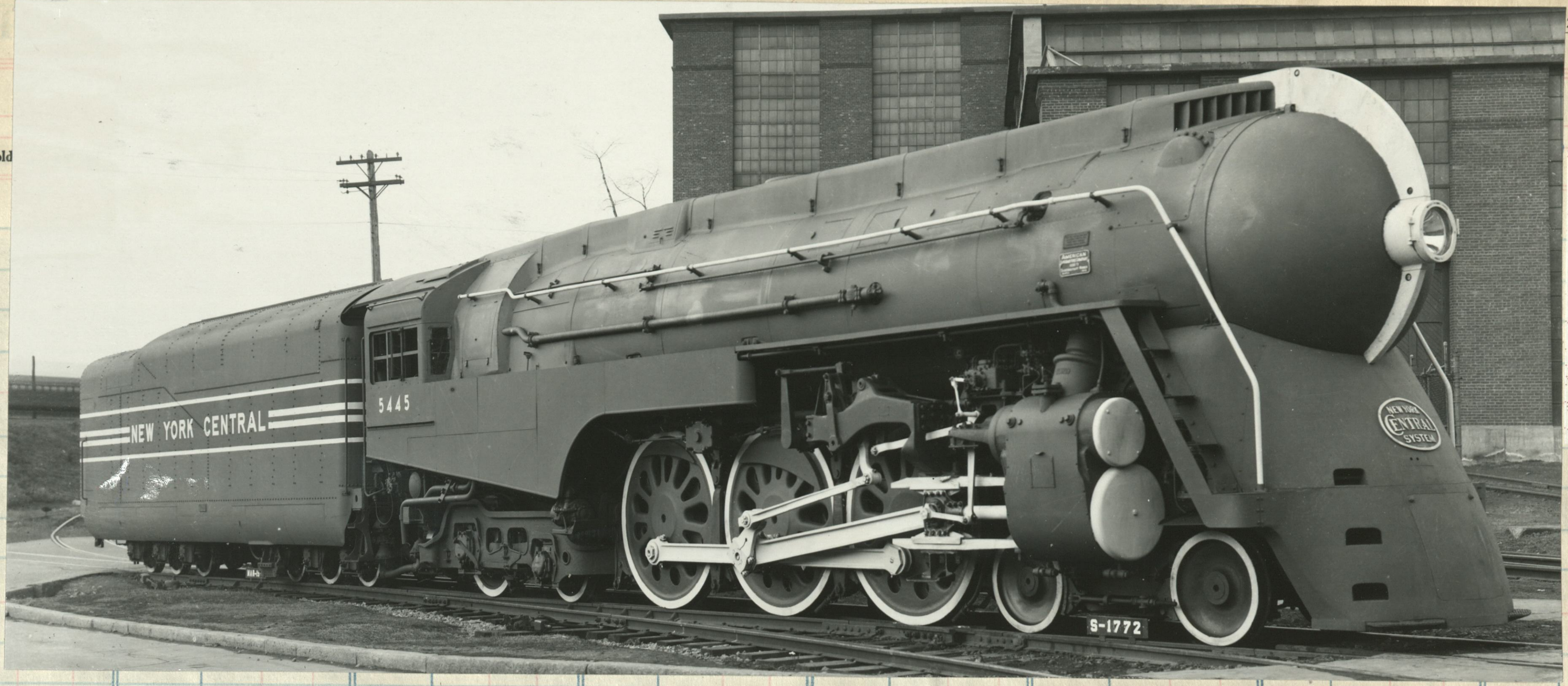
(J-3a)





N.Y.C. J-3a 5440 at the Tivoli, N.Y. track pans on August 30, 1941 pulling the first section of train No. 58, "The Niagara."

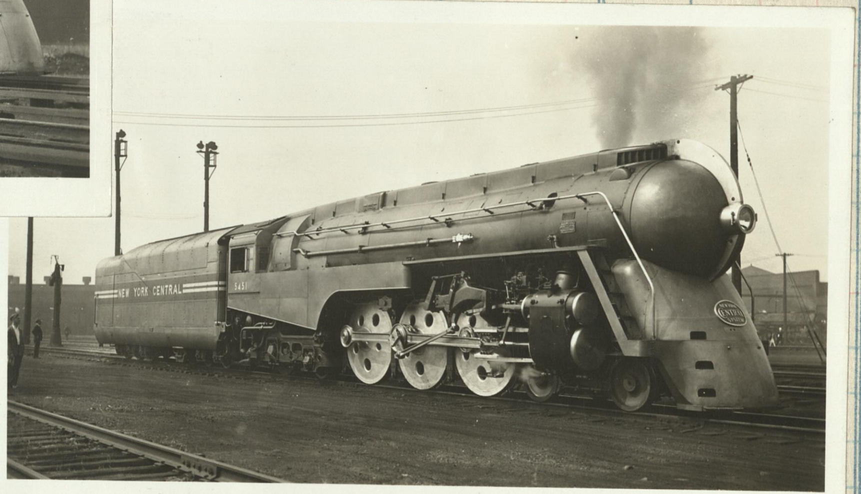
Pans installed 4 Tks
at Palatine Bdge
1888

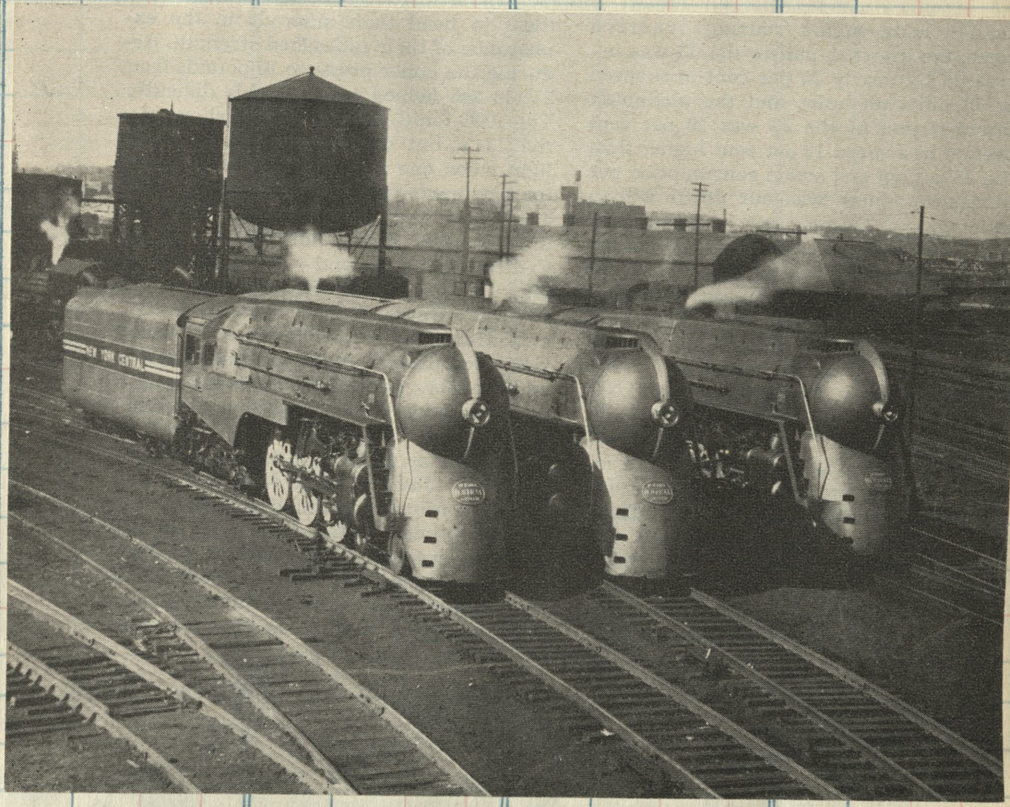

NEW YORK CENTRAL
5445
NEW YORK CENTRAL SYSTEM
S-1772

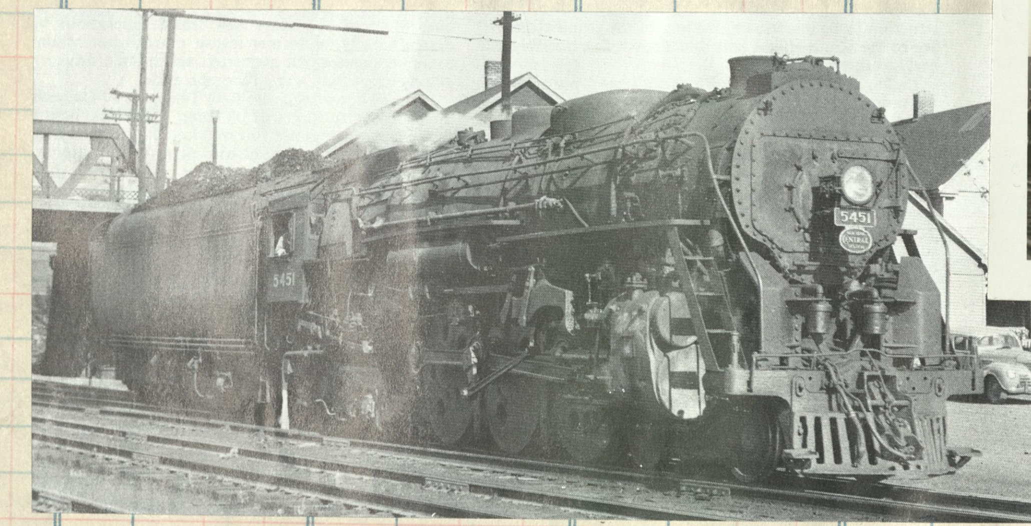
A steam locomotive was pretty much streamlined when in its 'natural state' and shrouds were nothing more than excess "window dressing". Most attempts of design related to the 'inverted bathtub' style which had a hideous effect. The N. Y. C. pattern was the most acceptable form, at least it was superior to previous designs.

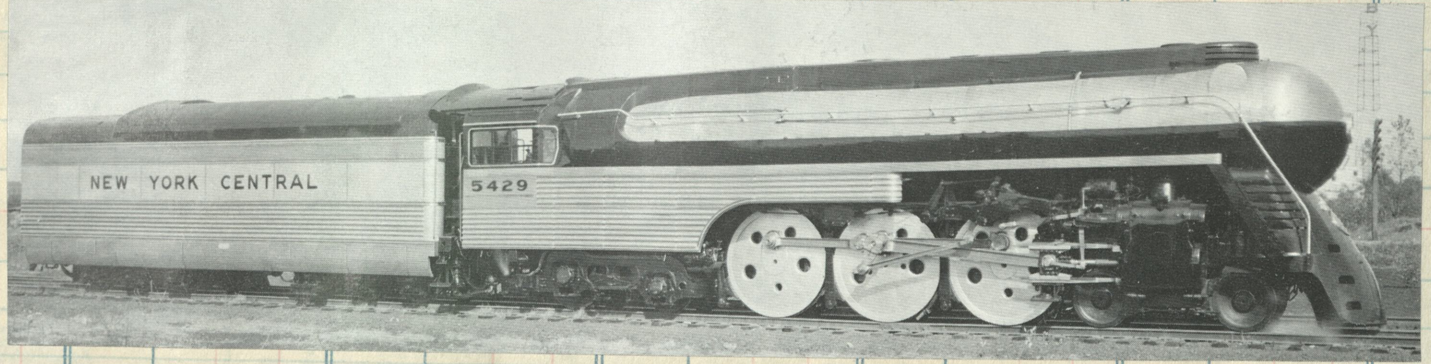
NEW YORK CENTRAL

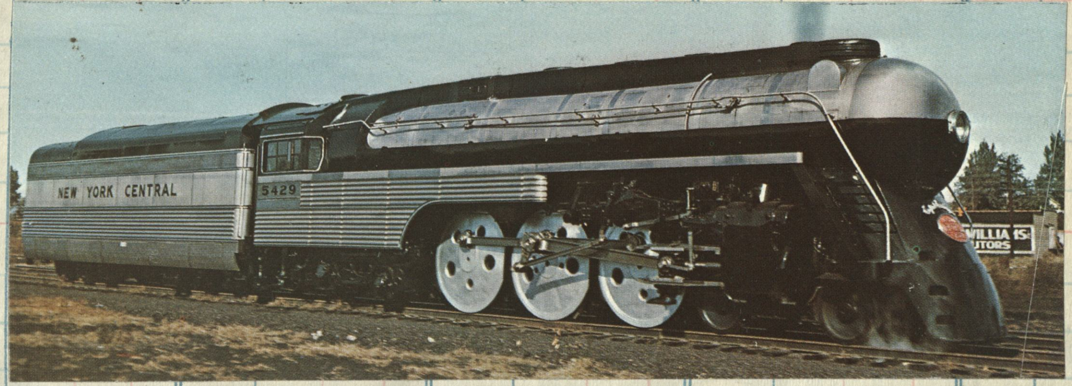
The 5449
and the 5451
at Harmon on June 18, 1938
Ed May fotos


NEW YORK CENTRAL

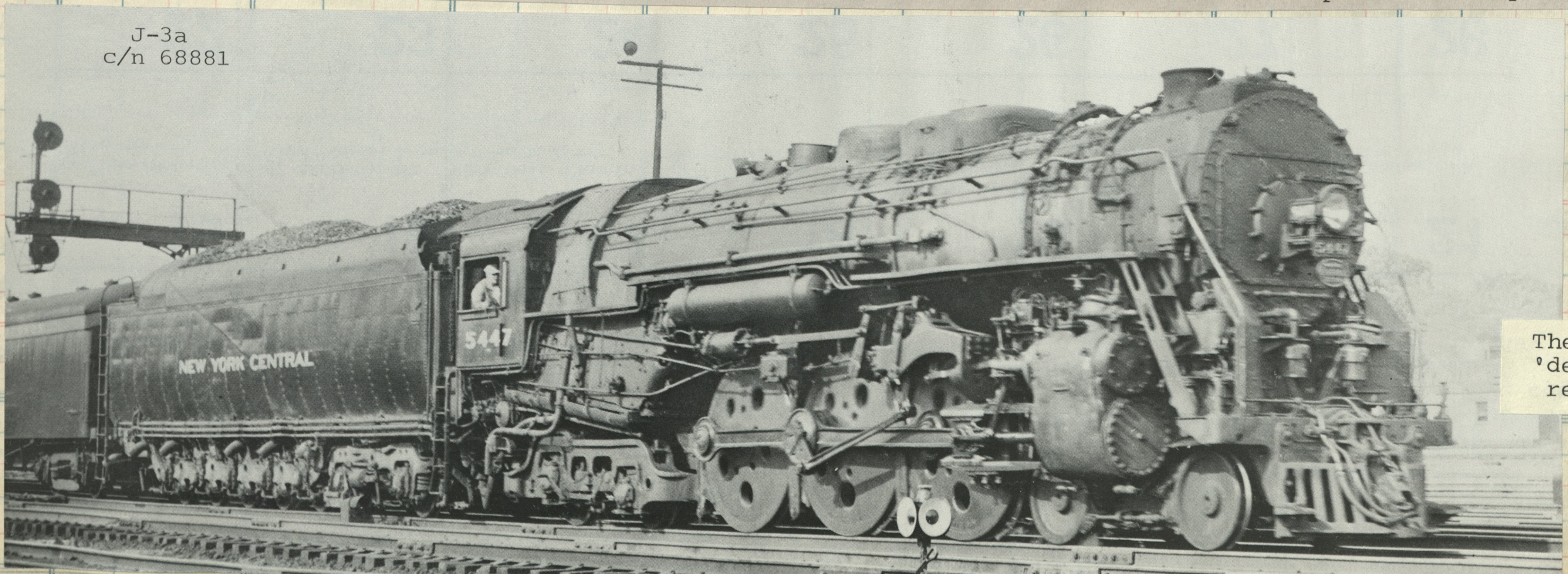

NEW YORK CENTRAL




NEW YORK CENTRAL
5429


NEW YORK CENTRAL
5426

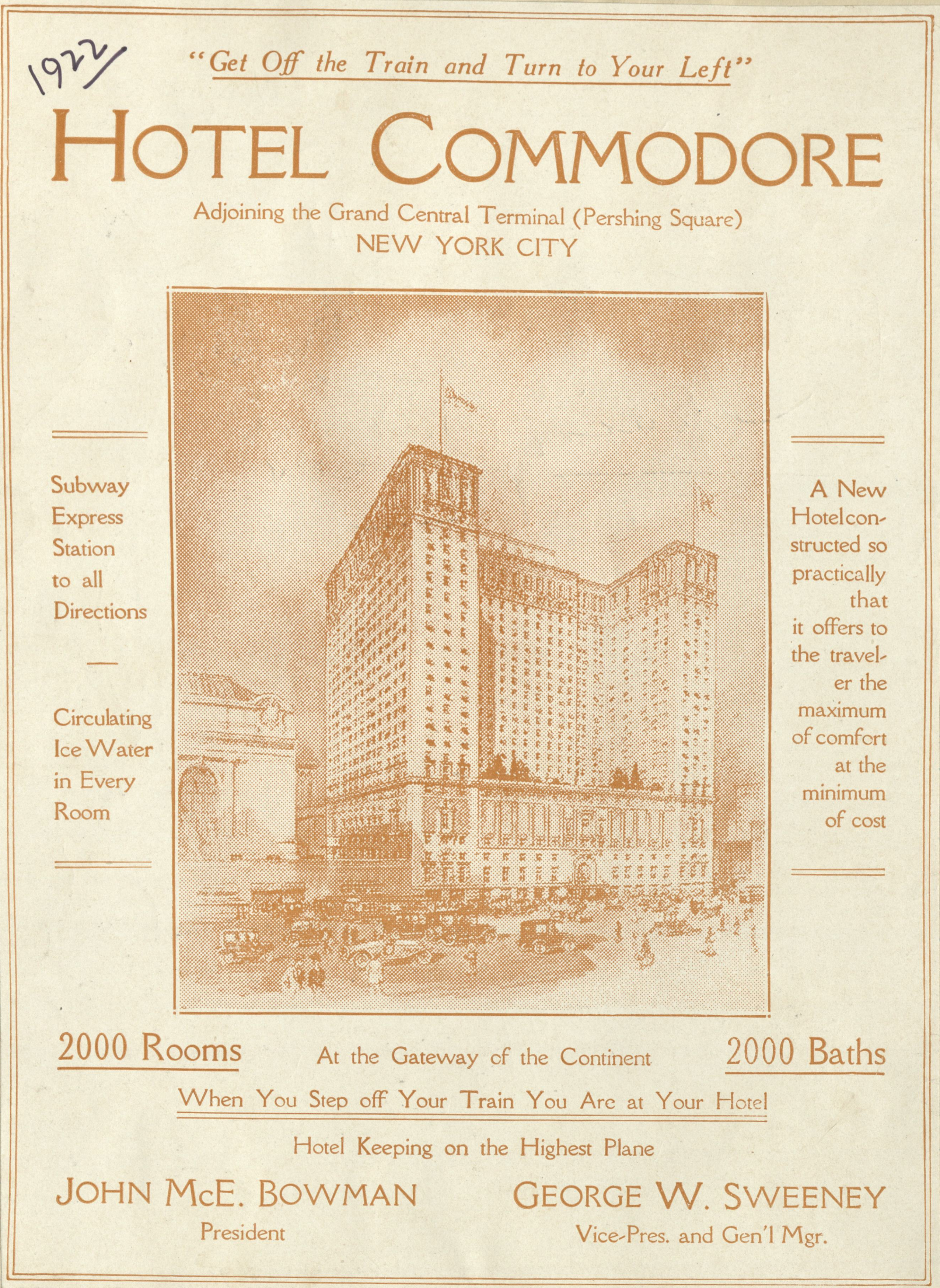
Different styling was applied to Nos 5426 & 5429 in 1941 to handle the new "Empire State Express"


NEW YORK CENTRAL
5447

J-3a
c/n 68881

The 5447 after she had been 'defrocked' but regained her respectability.

1922



"Get Off the Train and Turn to Your Left"

HOTEL COMMODORE

Adjoining the Grand Central Terminal (Pershing Square)
NEW YORK CITY

Subway Express Station to all Directions

Circulating Ice Water in Every Room

A New Hotel constructed so practically that it offers to the traveler the maximum of comfort at the minimum of cost

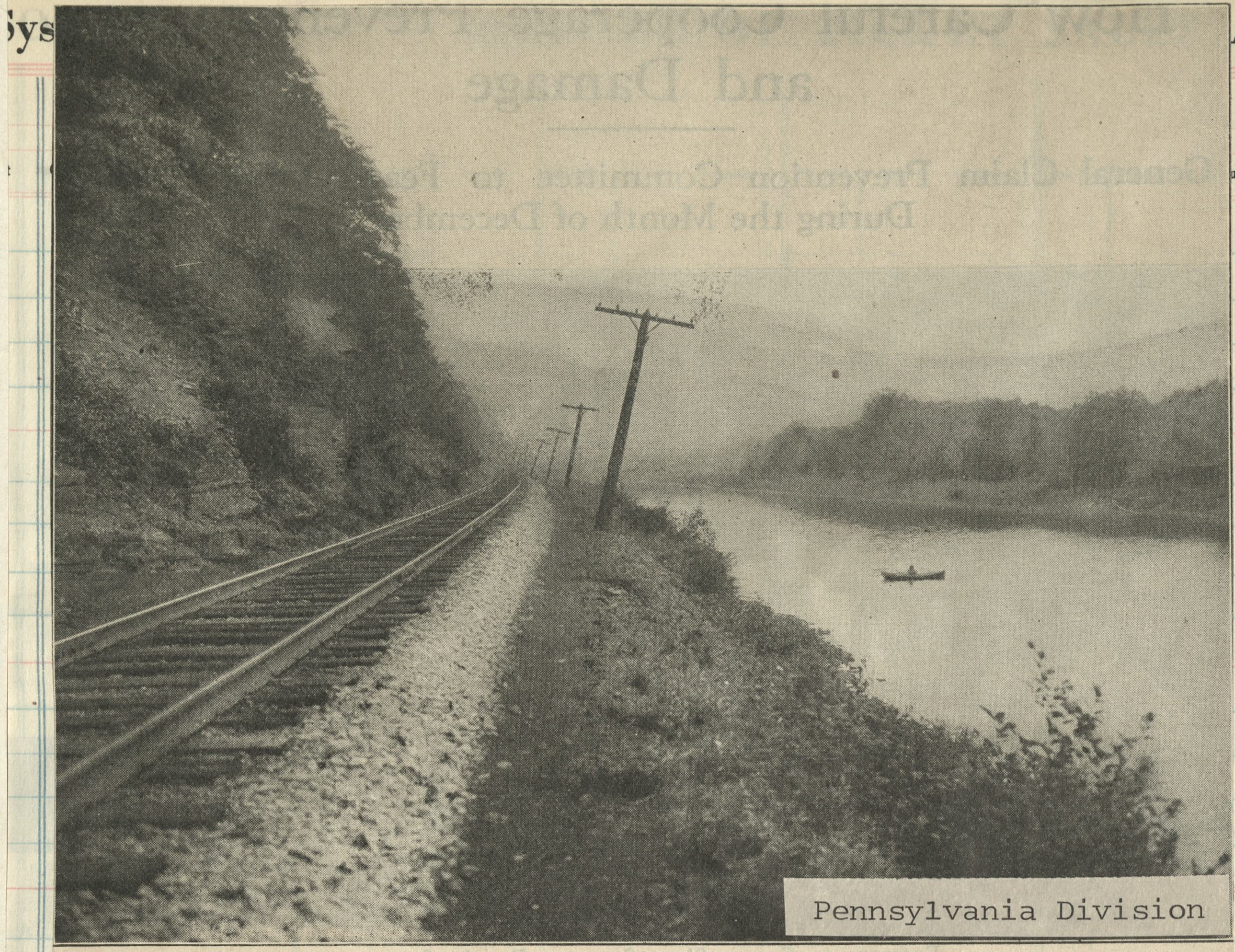
2000 Rooms — At the Gateway of the Continent — 2000 Baths

When You Step off Your Train You Are at Your Hotel

Hotel Keeping on the Highest Plane

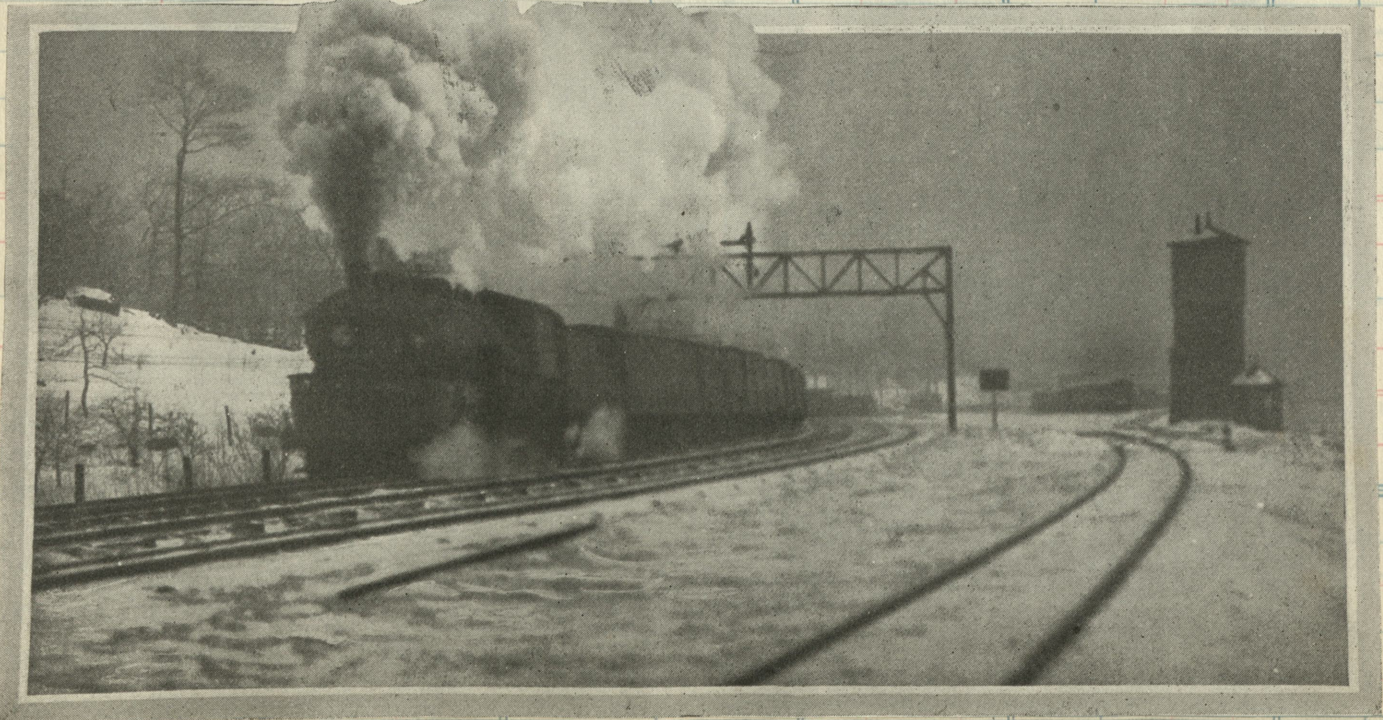
JOHN McE. BOWMAN
President

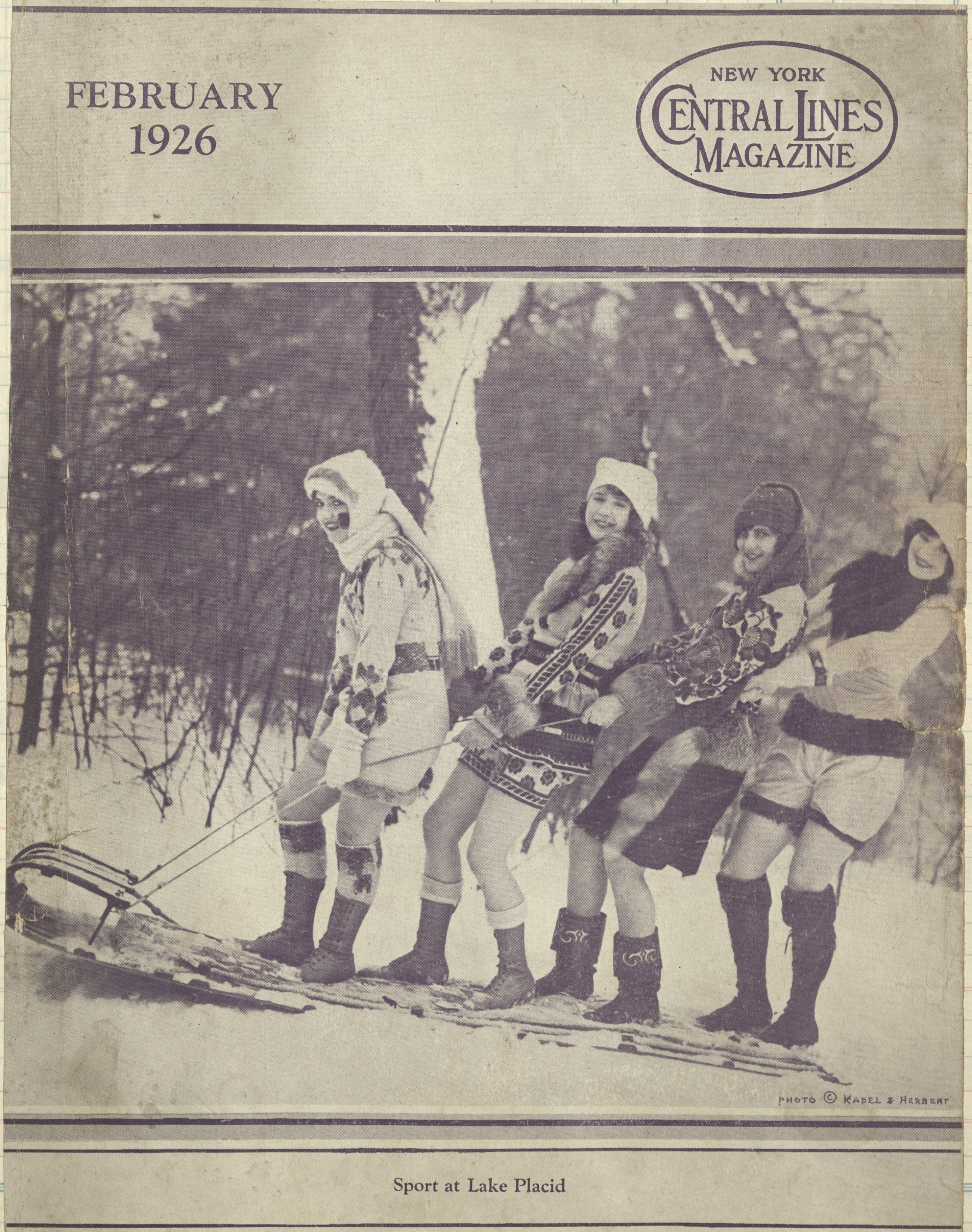
GEORGE W. SWEENEY
Vice-Pres. and Gen'l Mgr.



Pennsylvania Division

Scene along Pine Creek, three miles north of Jersey Shore, on the New York Central.





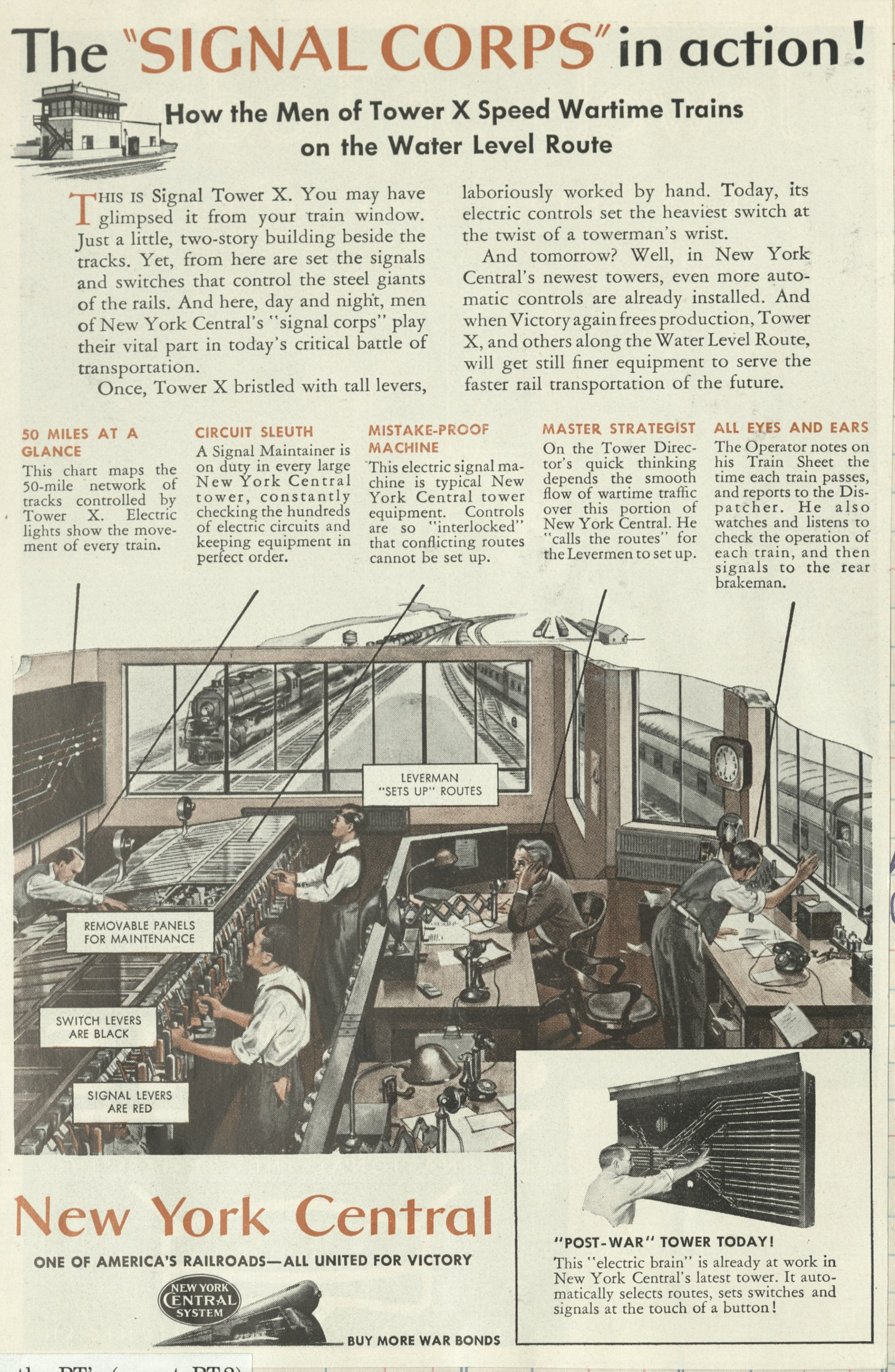
FEBRUARY
1926

NEW YORK
CENTRAL LINES
MAGAZINE

PHOTO © KADEL & HERBERT

Sport at Lake Placid

First issued February 1919



The "SIGNAL CORPS" in action!

How the Men of Tower X Speed Wartime Trains on the Water Level Route

THIS IS Signal Tower X. You may have glimpsed it from your train window. Just a little, two-story building beside the tracks. Yet, from here are set the signals and switches that control the steel giants of the rails. And here, day and night, men of New York Central's "signal corps" play their vital part in today's critical battle of transportation.

Once, Tower X bristled with tall levers, laboriously worked by hand. Today, its electric controls set the heaviest switch at the twist of a towerman's wrist.

And tomorrow? Well, in New York Central's newest towers, even more automatic controls are already installed. And when Victory again frees production, Tower X, and others along the Water Level Route, will get still finer equipment to serve the faster rail transportation of the future.

50 MILES AT A GLANCE
This chart maps the 50-mile network of tracks controlled by Tower X. Electric lights show the movement of every train.

CIRCUIT SLEUTH
A Signal Maintainer is on duty in every large New York Central tower, constantly checking the hundreds of electric circuits and keeping equipment in perfect order.

MISTAKE-PROOF MACHINE
This electric signal machine is typical New York Central tower equipment. Controls are so "interlocked" that conflicting routes cannot be set up.

MASTER STRATEGIST
On the Tower Director's quick thinking depends the smooth flow of wartime traffic over this portion of New York Central. He "calls the routes" for the Levermen to set up.

ALL EYES AND EARS
The Operator notes on his Train Sheet the time each train passes, and reports to the Dispatcher. He also watches and listens to check the operation of each train, and then signals to the rear brakeman.

"POST-WAR" TOWER TODAY!
This "electric brain" is already at work in New York Central's latest tower. It automatically selects routes, sets switches and signals at the touch of a button!

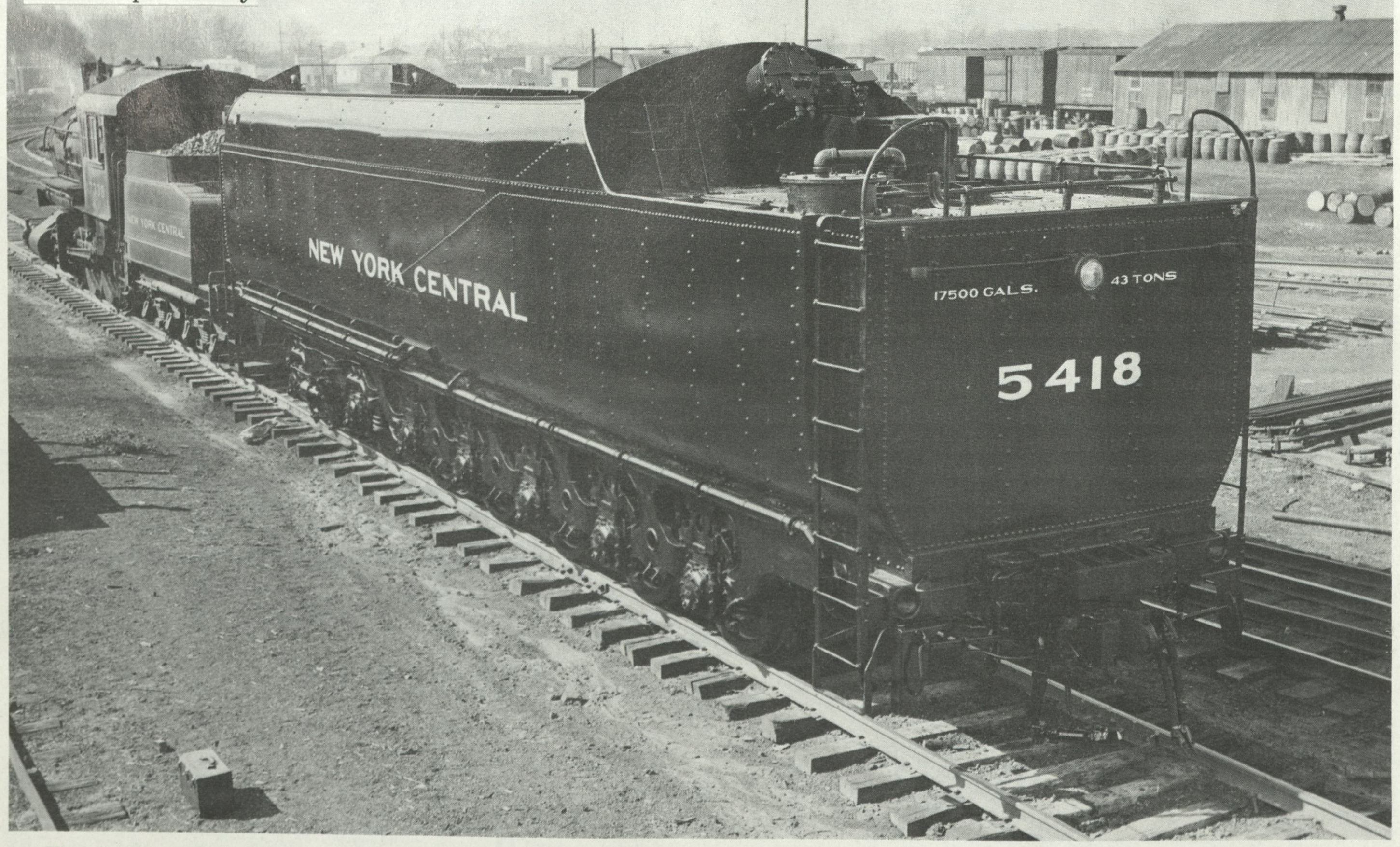
New York Central

ONE OF AMERICA'S RAILROADS—ALL UNITED FOR VICTORY

NEW YORK CENTRAL SYSTEM

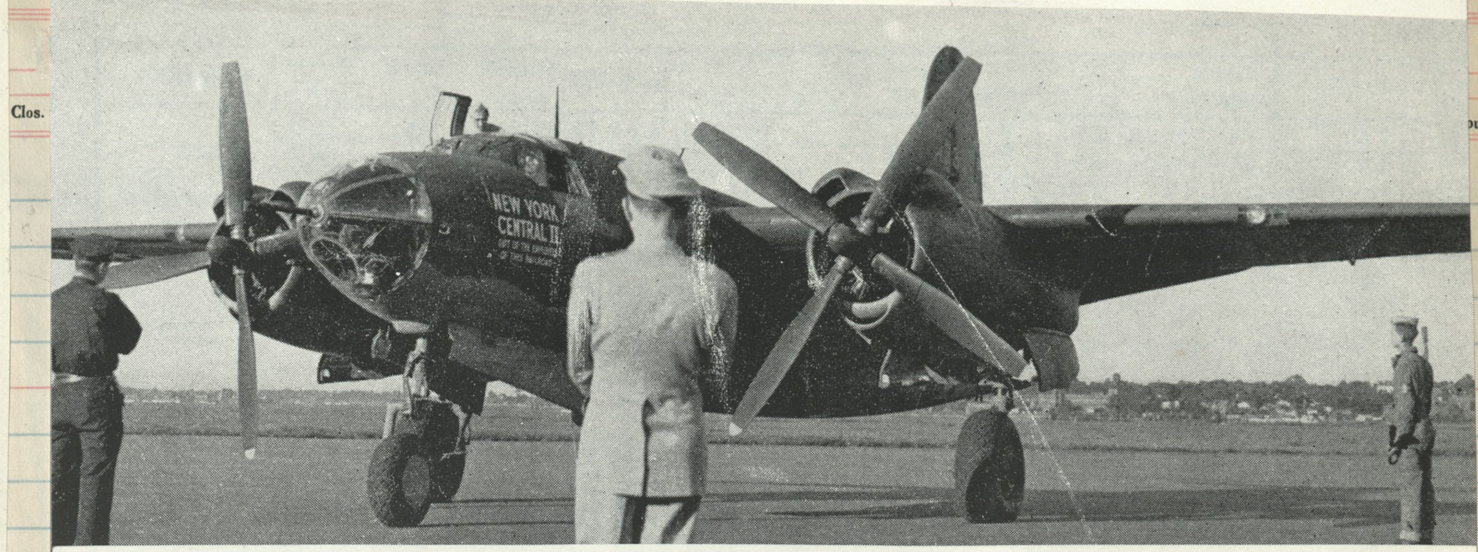
BUY MORE WAR BONDS

The main reason for building the PT's (except PT-2) was to reduce the number of stops for coal made by main line trains between Harmon and Chicago. As a result of their implementation, the only eastbound stop from Chicago usually necessary was at Wayneport, N.Y. and westbound from Harmon the run could be made to Mina, Ohio, five miles from the Ohio-Indiana State line. The other coal docks over the main line at Elyria, Ohio, and Wesleyville (Erie), Pa. were not patronized thereafter as often as previously.



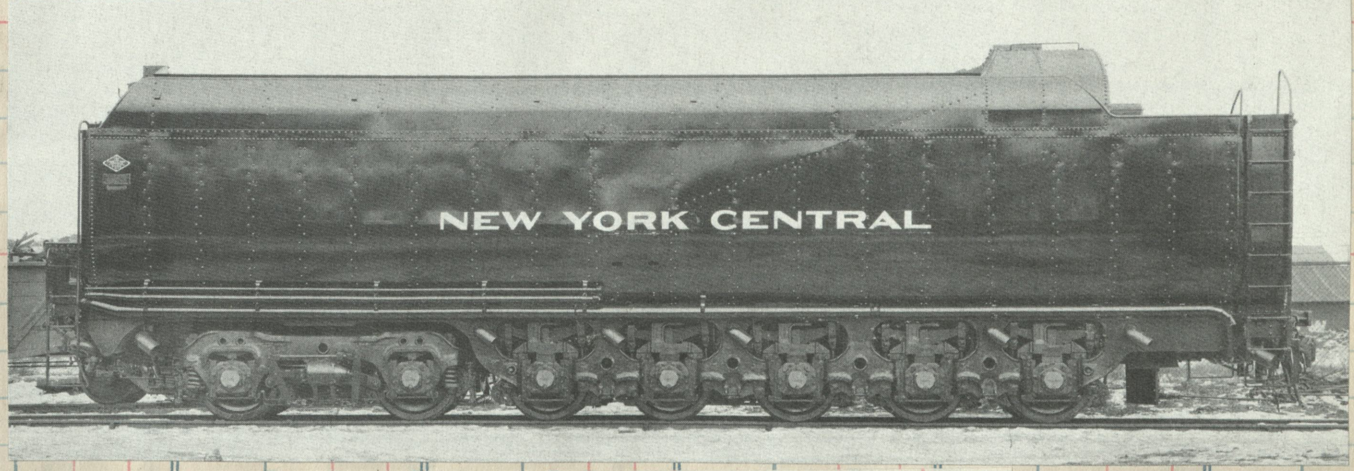
The first "PT" tender, PT-1 for 5418 at Beech Grove Shop where it was built. Note the oil skimmer for the Elesco feed water heater return on the near rear corner of the deck, and the booster exhaust muffler to the right of the coal pusher cylinder. The Pyle-National light is mounted on the muffler. NYC RR photo, 4-30-43.

Major Kelvin T. Orrison of Washington looks Central Employees' second gift B-26 Maurauder over just prior to its take off from LaGuardia Field, New York, on the first leg of its journey into service at North Africa and Italy.

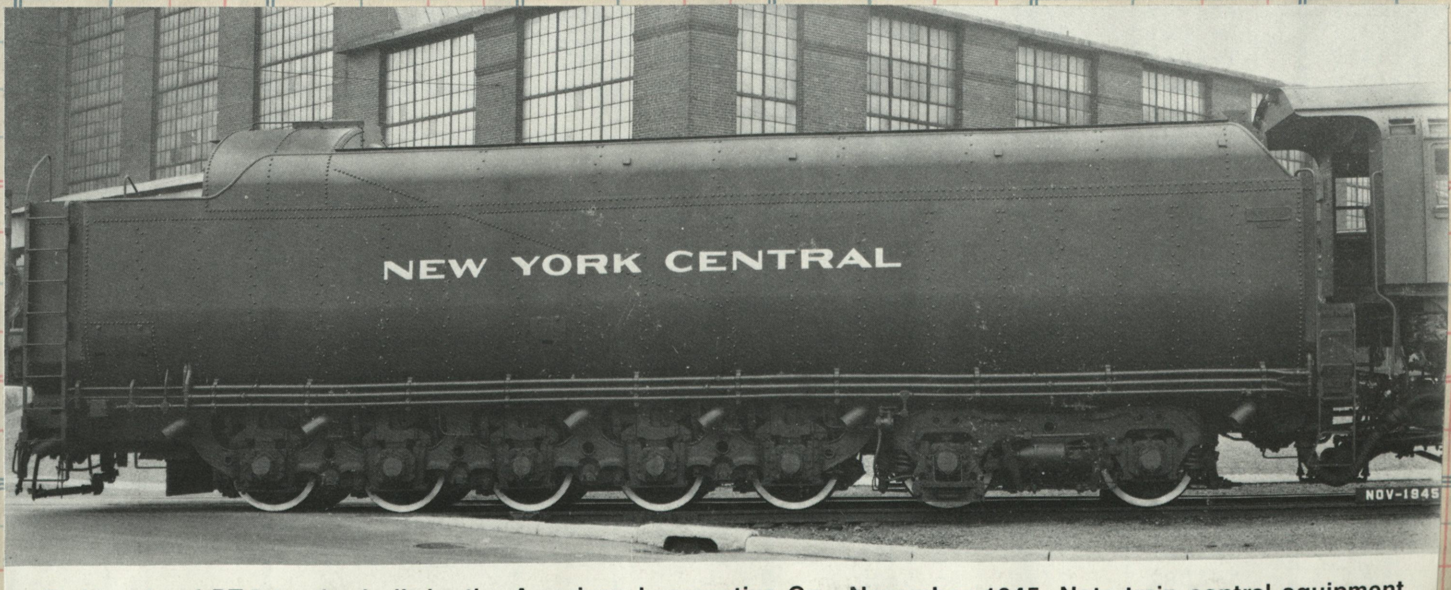


J. VENGLAR
NEW YORK CENTRAL II
GIFT OF THE EMPLOYEES OF THIS RAILROAD

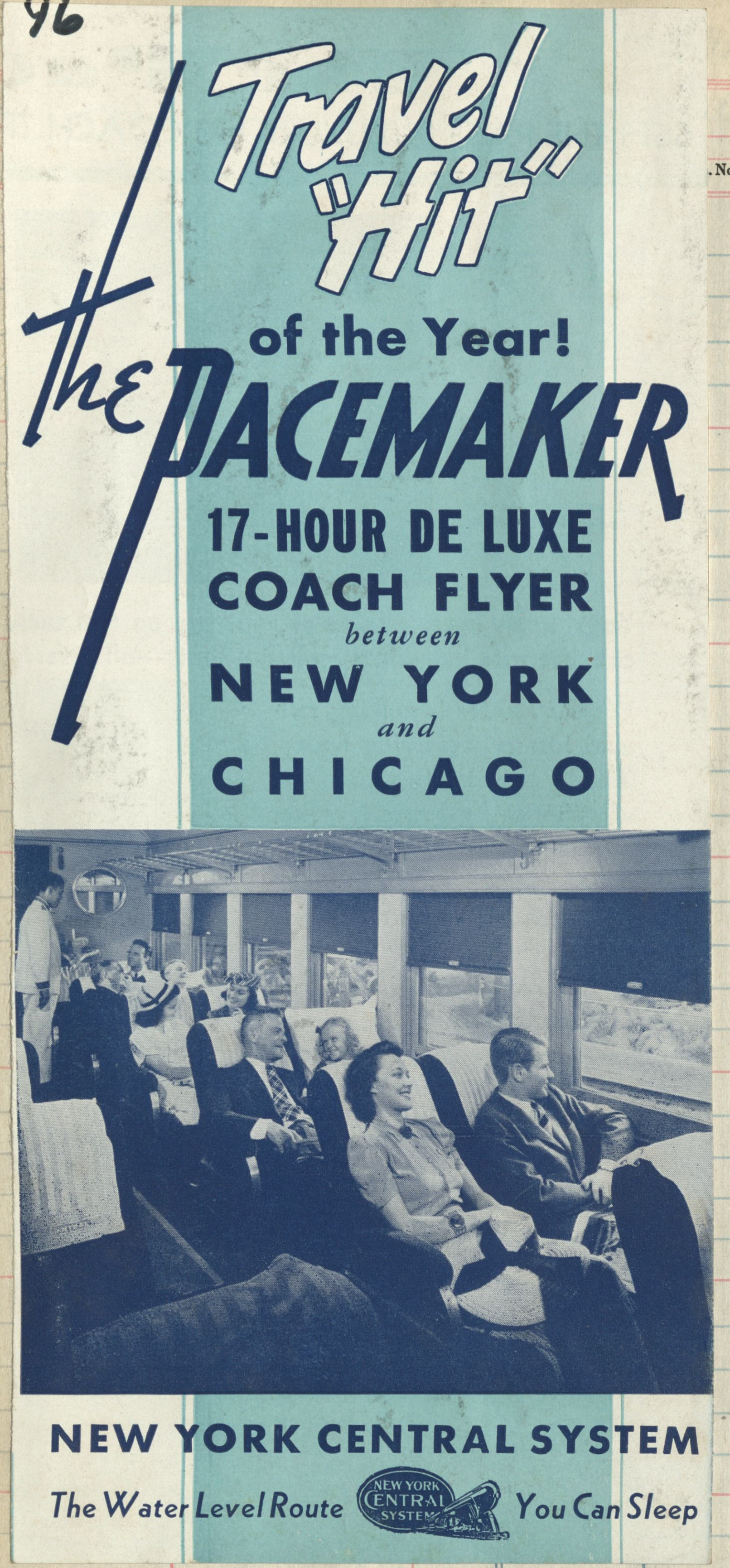
One of the crews flying "New York Central II" into combat is shown here just after they had returned from a raid in Italy in which this plane led the squadron. Top row (left to right) Keller, Fauts, Winterringer, Armer. Bottom row (left to right) Koopman, Blackmon, Aganovitch, Martin. The target was listed as being Sardinia. John H. Winterringer Collection



PT-4 18,000 gal 46 ton Fifty blt by LIMA 1944



Right side of PT-5 tender built by the American Locomotive Co., November 1945. Note train control equipment compartment at rear of tender, and vent valve compartment below letter "O." Photo from Alco Historic Photo



Travel "Hit" of the Year!

the PACEMAKER

17-HOUR DE LUXE COACH FLYER

between

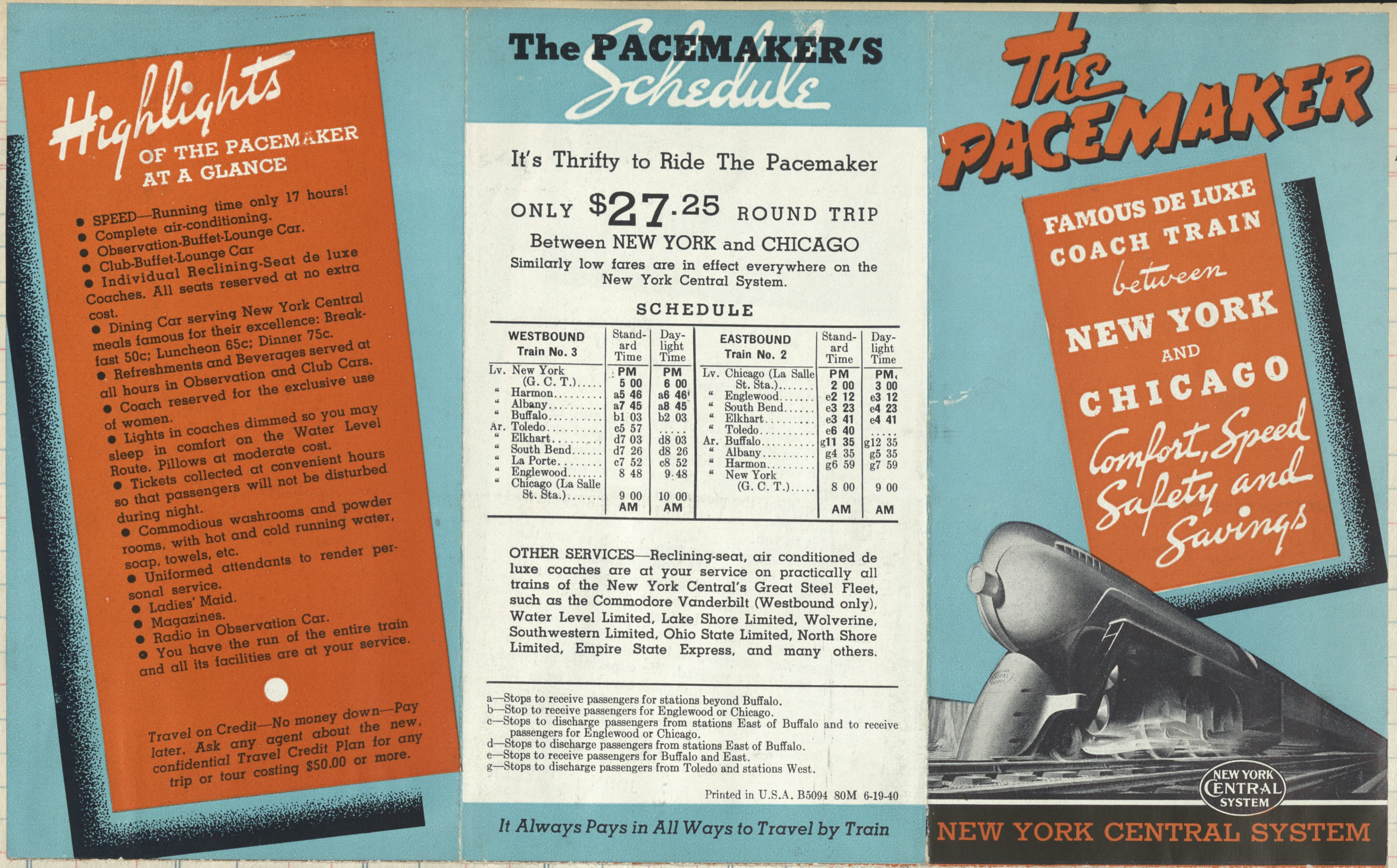
NEW YORK

and

CHICAGO

NEW YORK CENTRAL SYSTEM

The Water Level Route You Can Sleep



Highlights

OF THE PACEMAKER AT A GLANCE

- SPEED—Running time only 17 hours!
- Complete air-conditioning.
- Observation-Buffet-Lounge Car.
- Club-Buffet-Lounge Car
- Individual Reclining-Seat de luxe Coaches. All seats reserved at no extra cost.
- Dining Car serving New York Central meals famous for their excellence: Breakfast 50c; Luncheon 65c; Dinner 75c.
- Refreshments and Beverages served at all hours in Observation and Club Cars.
- Coach reserved for the exclusive use of women.
- Lights in coaches dimmed so you may sleep in comfort on the Water Level Route. Pillows at moderate cost.
- Tickets collected at convenient hours so that passengers will not be disturbed during night.
- Commodious washrooms and powder rooms, with hot and cold running water, soap, towels, etc.
- Uniformed attendants to render personal service.
- Ladies' Maid.
- Magazines.
- Radio in Observation Car.
- You have the run of the entire train and all its facilities are at your service.

Travel on Credit—No money down—Pay later. Ask any agent about the new, confidential Travel Credit Plan for any trip or tour costing $50.00 or more.

The PACEMAKER'S Schedule

It's Thrifty to Ride The Pacemaker

ONLY $27.25 ROUND TRIP

Between NEW YORK and CHICAGO

Similarly low fares are in effect everywhere on the New York Central System.

SCHEDULE

WESTBOUND Train No. 3	Standard Time	Daylight Time	EASTBOUND Train No. 2	Standard Time	Daylight Time
	PM	PM		PM	PM
Lv. New York (G. C. T.).....	5 00	6 00	Lv. Chicago (La Salle St. Sta.).......	2 00	3 00
" Harmon.........	a5 46	a6 46	" Englewood......	e2 12	e3 12
" Albany.........	a7 45	a8 45	" South Bend.....	e3 23	e4 23
" Buffalo.........	b1 03	b2 03	" Elkhart.........	e3 41	e4 41
Ar. Toledo..........	c5 57	.....	" Toledo..........	e6 40	.....
" Elkhart.........	d7 03	d8 03	Ar. Buffalo..........	g11 35	g12 35
" South Bend......	d7 26	d8 26	" Albany.........	g4 35	g5 35
" La Porte........	c7 52	c8 52	" Harmon.........	g6 59	g7 59
" Englewood.......	8 48	9.48	" New York (G. C. T.).....	8 00	9 00
" Chicago (La Salle St. Sta.).......	9 00	10 00			
	AM	AM		AM	AM

OTHER SERVICES—Reclining-seat, air conditioned de luxe coaches are at your service on practically all trains of the New York Central's Great Steel Fleet, such as the Commodore Vanderbilt (Westbound only), Water Level Limited, Lake Shore Limited, Wolverine, Southwestern Limited, Ohio State Limited, North Shore Limited, Empire State Express, and many others.

---

a—Stops to receive passengers for stations beyond Buffalo.
b—Stop to receive passengers for Englewood or Chicago.
c—Stops to discharge passengers from stations East of Buffalo and to receive passengers for Englewood or Chicago.
d—Stops to discharge passengers from stations East of Buffalo.
e—Stops to receive passengers for Buffalo and East.
g—Stops to discharge passengers from Toledo and stations West.

Printed in U.S.A. B5094 80M 6-19-40

It Always Pays in All Ways to Travel by Train

The PACEMAKER

FAMOUS DE LUXE COACH TRAIN

between

NEW YORK

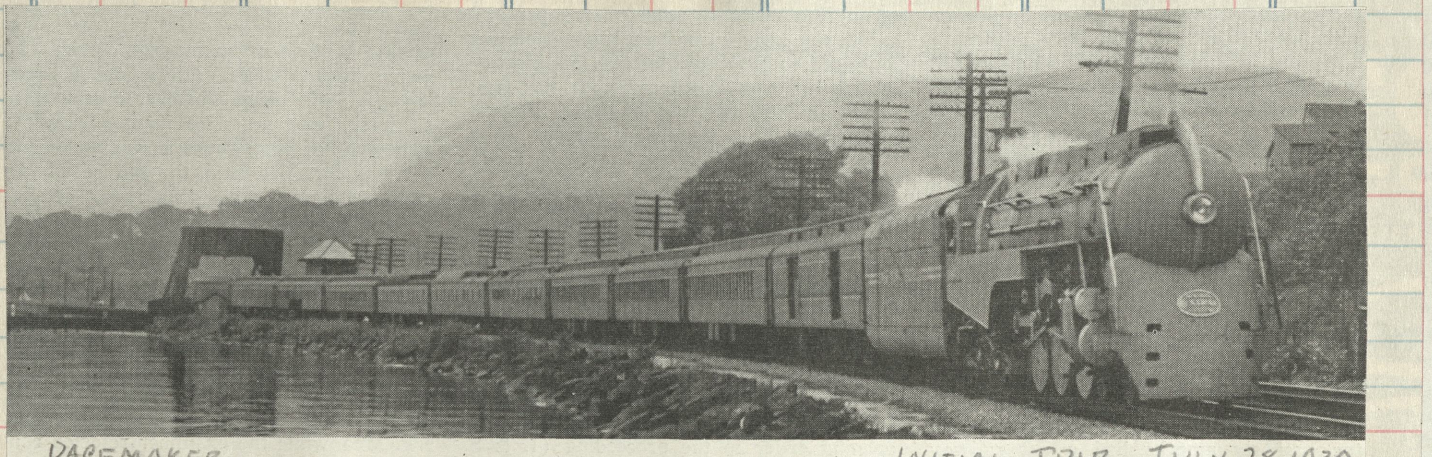
AND

CHICAGO

Comfort, Speed Safety and Savings

NEW YORK CENTRAL SYSTEM

NEW YORK CENTRAL SYSTEM



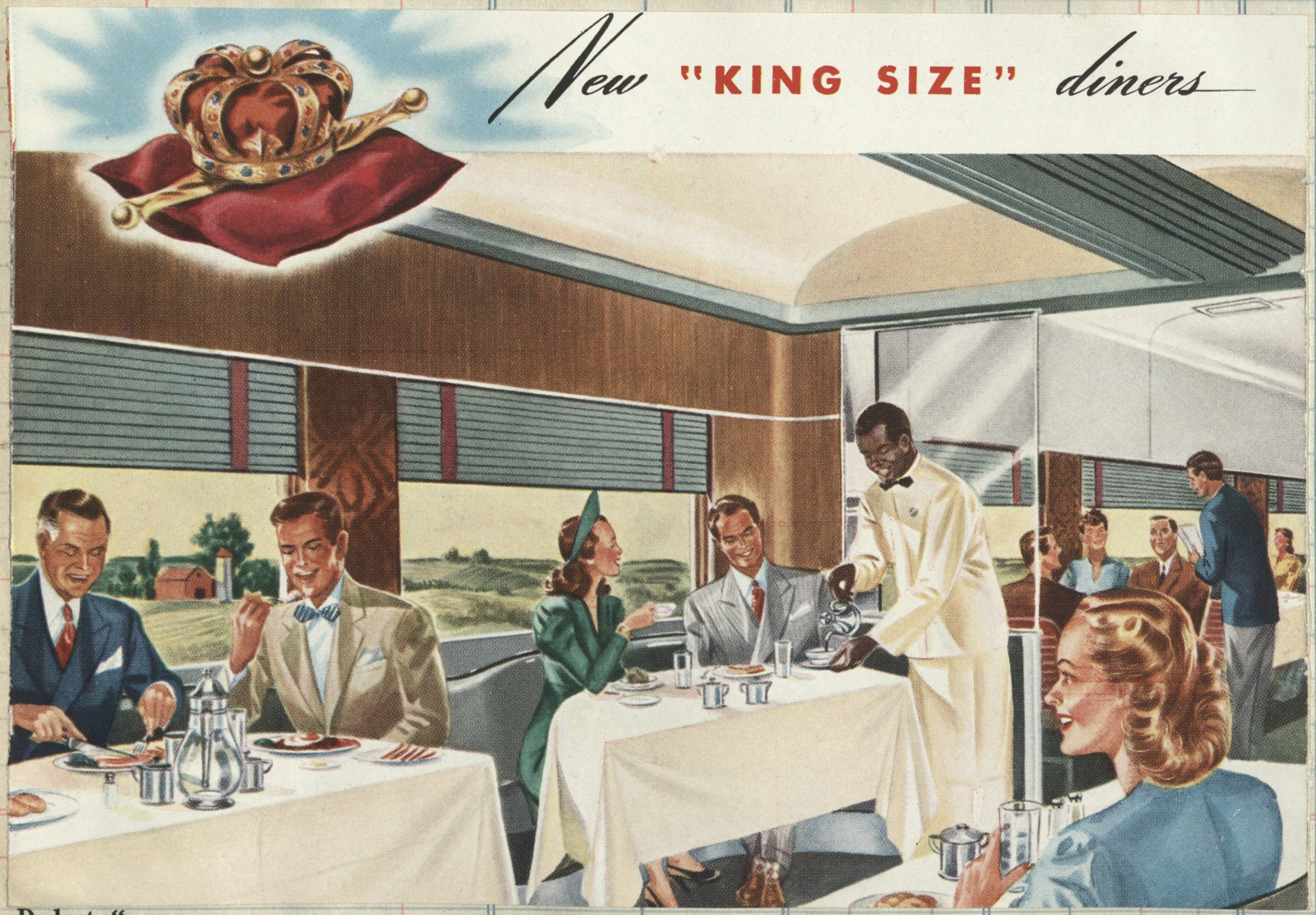
PACEMAKER

INITIAL TRIP JULY 28, 1939

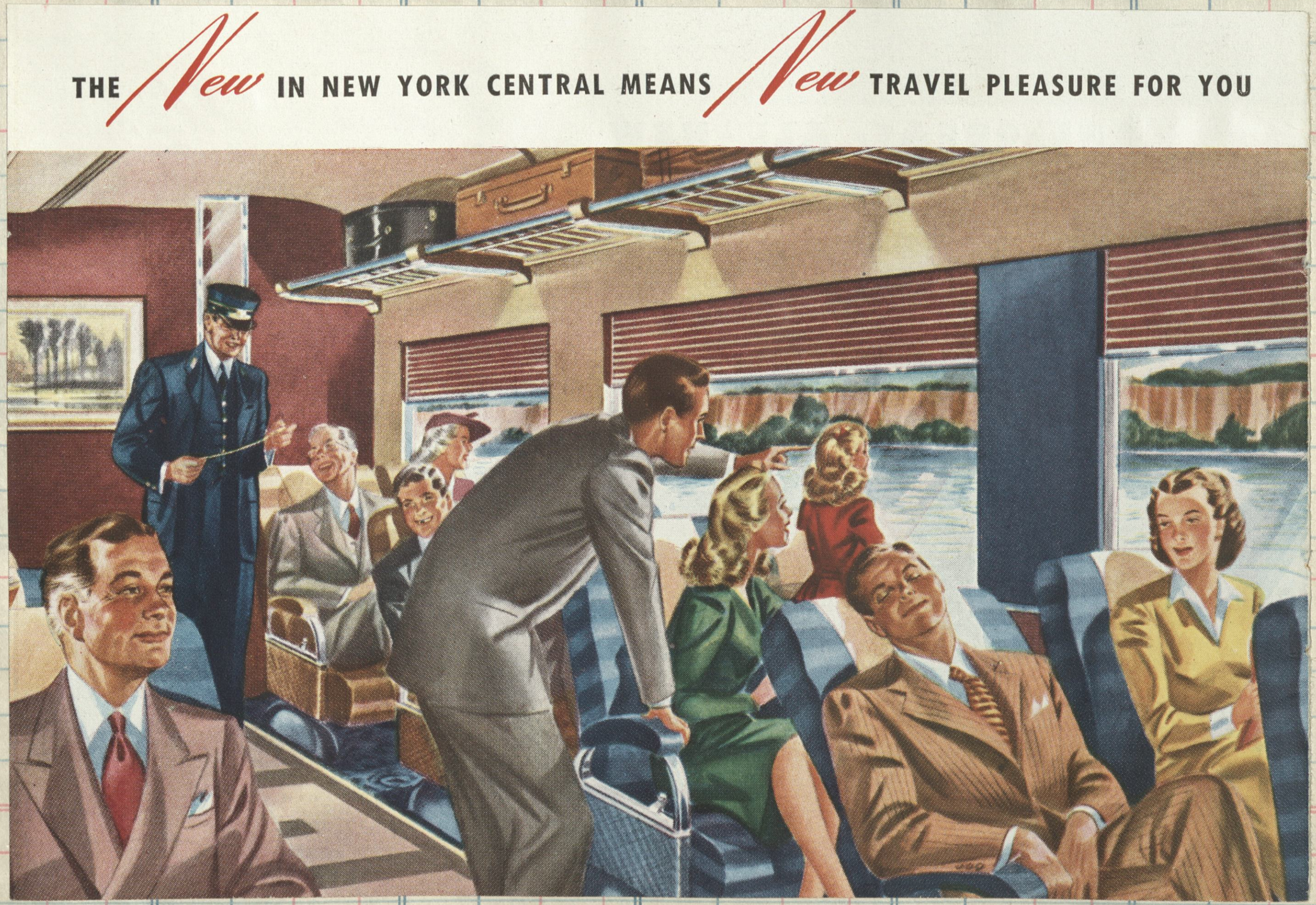
The Pacemaker

(2 trains)

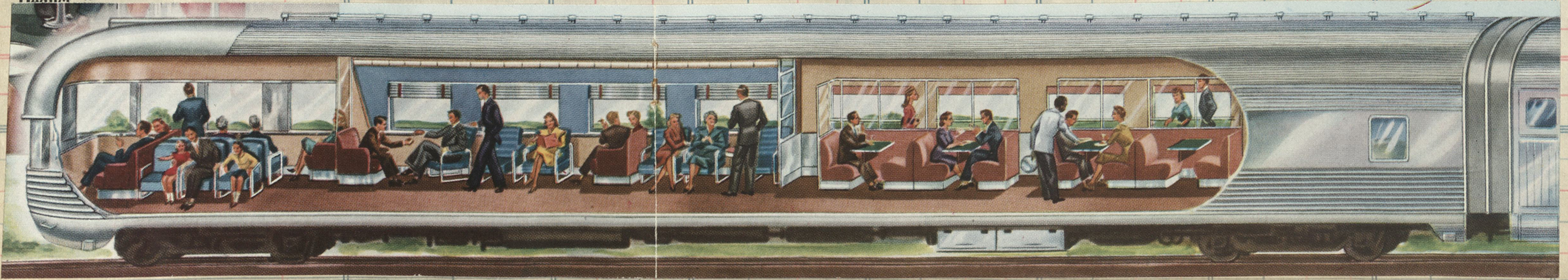
Weight of train:	1,207,100 lb. (excluding engine)	
Consist:	8 cars—1 baggage; 4 coaches; 1 club-lounge; 1 observation; 1 diner.	
Placed in service:	July 28, 1939	
Operated between:	New York-Chicago	
Daily mileage per train:	961	
Overall scheduled speed	56.4 m.p.h.	
Total train miles:		655,317
Total passengers handled:		114,095
Average passengers per train:		167.2
Revenue per train mile:		$2.18



New "KING SIZE" diners



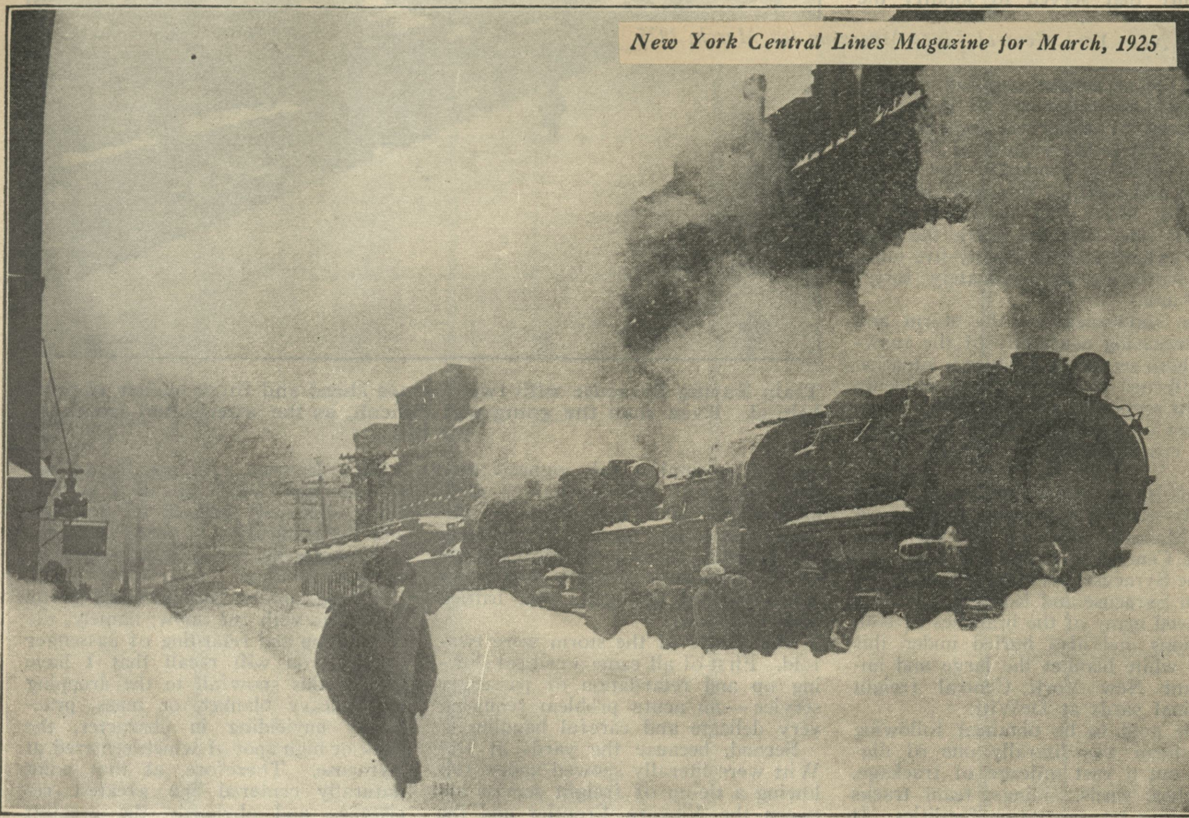
THE New IN NEW YORK CENTRAL MEANS New TRAVEL PLEASURE FOR YOU



Battling With the Snow at Syracuse

Review of Operations Incident to this Historic Conflict with the Elements that Has No Precedent in New York Central History

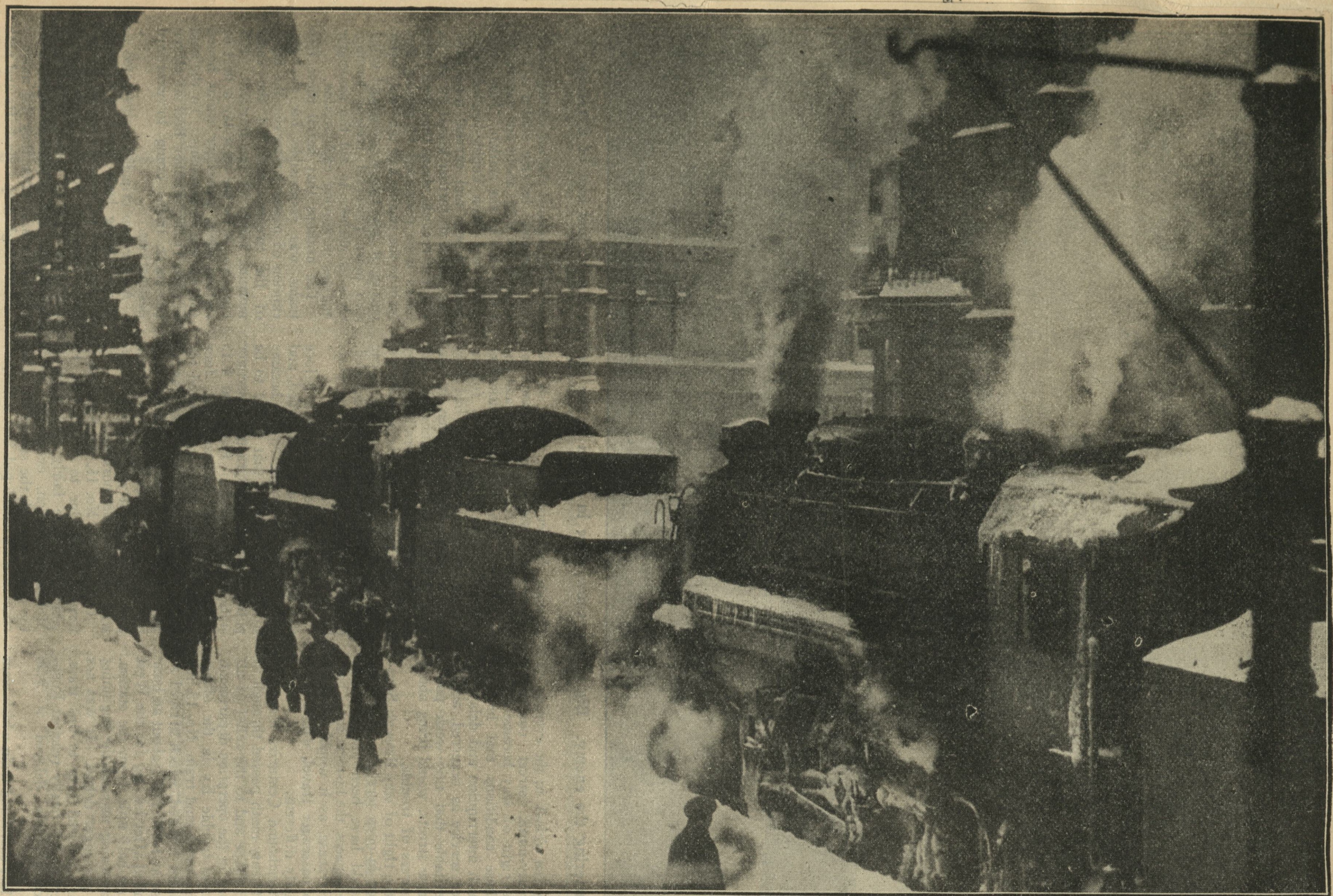
By A. W. DAVIS


New York Central Lines Magazine for March, 1925

The sort of drifts the trains had to combat, even in the heart of Syracuse. This scene was taken in Washington Street, looking west.

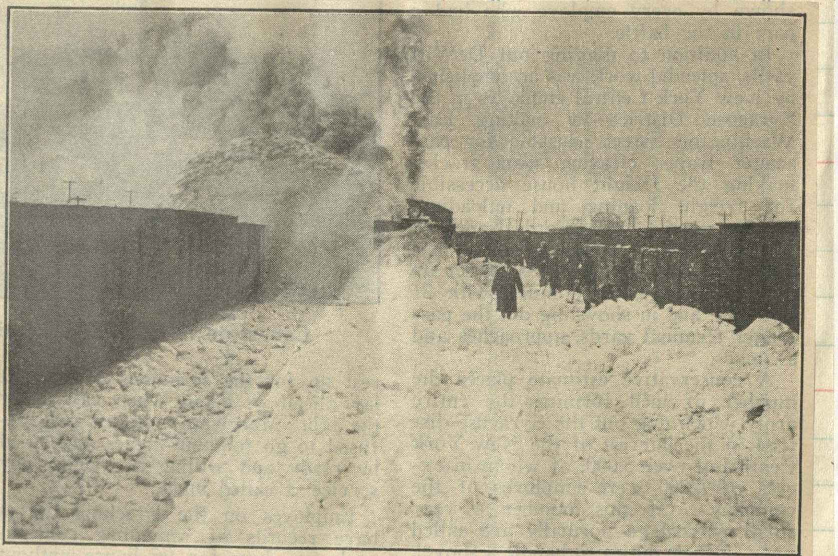
THE aggressive spirit with which the New York Central management, its operating department and the rank and file in all branches of service in the Syracuse District, following the record January fall of snow, united as one army to combat a common enemy, will go down in railroad history as a stirring achievement.

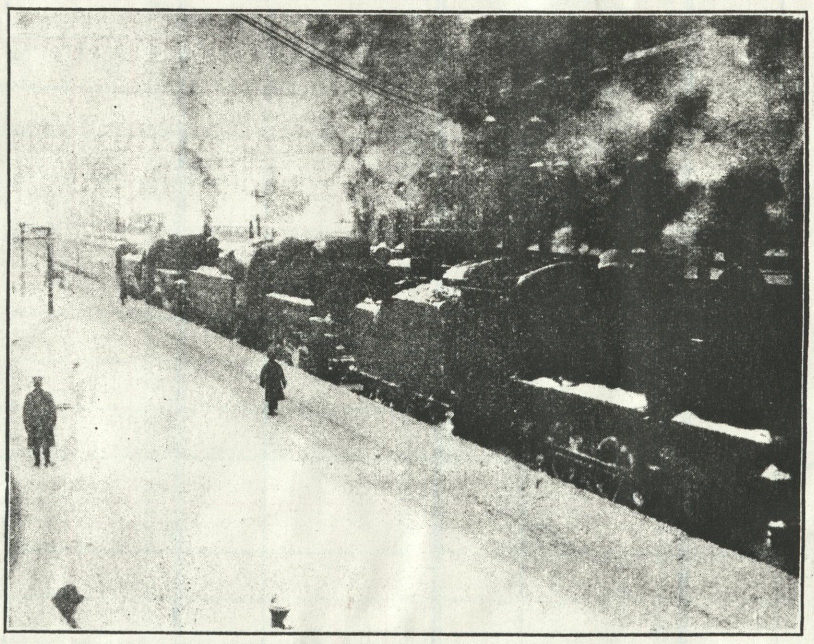
It resulted in a notable battle with the snow being fought and won. It was a victory made possible by the loyal support given to the Company by every employe affected in the vicinity of Syracuse, and by the most spectacular mobilization of man power, motive power and snow removal equipment ever attempted by a railroad company in such an emergency.

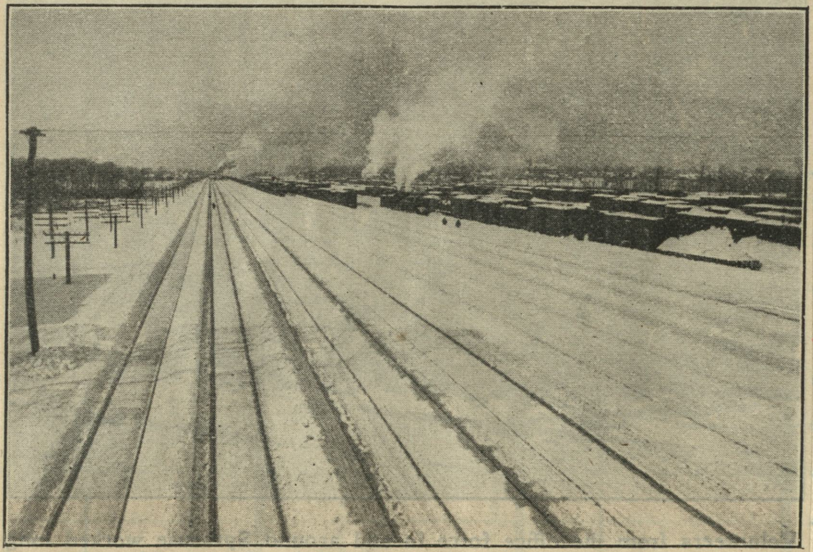

A SCENE IN THE NEW YORK CENTRAL'S BATTLE AGAINST THE SNOW.

To extricate some of the tra buried in the unprecedented snowfall in Syracuse, N. Y., three and even five locomotives were required. This picture shows three at work on the eastbound track in Washington Street.

AS a result of this historic storm, which took place on January 29 and 30, Central New York State was covered with a heavy blanket of snow which, for depth, established a new high level. The peak of the fall covered Syracuse and vicinity, measuring a full four feet. Scanning the record of the past reveals that this storm of January, 1925, in this particular section of the State, resulted in a heavier volume of snowfall than was recorded in the previous record snow storm years of 1888 and 1895.


Deporting the foe—a rotary snow plow hurling snow into gondolas in the eastbound DeWitt classification yard.


Train leaving Syracuse with two engines ahead and three pusher engines behind. Even then the going was difficult, as the wheels had frozen to the rails.


After the battle had been partly won—looking west from a signal bridge in East Syracuse.

It had many unusual features. First of all, it came without any general warning as to its intensity. Second, it was not in the nature of a blizzard, accompanied by high winds, but, to the contrary, represented a continuous, unceasing downfall of small but very wet snowflakes. Third, the end of the storm came almost as suddenly as its inception and was followed by a sharp drop in temperature that served to solidify the fallen mass.

The storm belt was also unique because of its sharp limitations of area as to the maximum snowfall. Starting about ten miles east of Rochester, this area of abnormal snowfall extended east to the vicinity of Schenectady, where it gradually faded out. North and south of this east and west line this heavy fall followed an irregular line. To the north the deep snow extended about twenty-five miles and southward approximately forty-three miles.

The suddenness of the storm and the unceasing continuity of the snowfall, both served to produce a situation best likened to the dropping suddenly on this section of the State of a heavy blanket of snow, the peak, or deepest fall, covering the vicinity of Syracuse.

This great unyielding mass completely covered the major portion of the Mohawk Division of the New York Central Railroad and that part of the Syracuse Division extending between Syracuse and Rochester. It also involved many of the branches of both divisions and also buried under this huge white blanket the large and important New York Central freight terminal yards at DeWitt.

An equally serious problem but which required an entirely different method of handling and the application of many ingenous and unprecedented practices incident to snow removal.

Taking up first the first stage of the encounter with the snow, namely, the slowing up and retarding of passenger service, you will recall that I have likened this snowfall to the dropping of a heavy blanket, or mass, practically unyielding in character, the peak or high spot of which centered at Syracuse. Therefore, at that point naturally centered the greatest resistance, and obviously the greatest difficulties to be overcome in the movement of passenger trains.

The New York Central, in passing through Syracuse, uses for passenger traffic the city streets, and this right of way resolved itself into a narrow canyon with unyielding sides and a narrow base. With such a heavy snowfall as took place in this historic storm, these streets soon resembled a trough, which rapidly became filled with a growing volume of wet snow, through which, by nightfall the first day of the storm, passenger trains bound both east and west were literally wallowing.

The operating department kept the broom sweepers and flangers steadily in operation through these streets from the very start of the storm, but as there is no side clearance to take the snow brushed aside, it continued to fall backward on the tracks and right of way through the force of gravity and the inclination of the snow to respond to its normal angle of repose.

The self-sacrifice and heroism displayed by all the employes during this battle with the elements if narrated at length would fill volumes. The fortitude displayed by a number of the company's young women telephone operators furnishes a striking example of the brand of courage that was exhibited on every side in the crucial hours of the battle. Several of these young women worked 28 hours on a stretch. Others, in order to reach their posts, fought their way on foot through snow to their armpits for considerable distances, no means of riding in any kind of conveyance being available. In every instance it was difficult to get these young women to accept relief and this despite the fact that the message connections they were handling were of record-breaking volume and required almost incessant action and attention.

Perhaps this notable event may prove to be the first time in history that in a time of emergency train crews were not required to be called for duty. The records in this connection show that the New York Central men in the Syracuse district, and throughout the entire snowbound belt, at great personal discomfort left their homes and waded through four feet of snow in time to report to their superiors three or four hours earlier than they normally went on duty. When reporting they asked to be given any kind of work to do that would help keep traffic moving, regardless of whether it was their line of duty or not. If not given a task to do these men lay down on floors and benches, often in cold rooms, in order that they might rest up for the strenuous duties that lay ahead of them when called for the job. Men who came off runs refused to go to their homes and stood by ready and willing to render any service if called upon.

Employes on the wrecking outfits have records of remaining continuously on duty for 96 hours without relief and with rest secured in very brief snatches of not more than two or three hours. These men re-railed in the Syracuse district approximately 500 freight cars, mostly empties. In the majority of instances they re-railed these cars while working on the ground as it was found the cranes were of no practical use on account of snow conditions. They worked in cold snow, on their hands and knees, with their garments often frozen stiff to their bodies.

Enginemen and firemen on the road in the height of the storm were continually forced to submit to the rigors of the cold and the lashing of the snow. In addition, they had to use initiative and ingenuity to conserve coal and water due to the length of delays that ensued. Numerous instances are related of both enginemen and firemen shoveling snow into the tanks to gain a water supply sufficient to keep up steam. That these unusual efforts produced results is shown by the reports, which indicate but few fires had to be dumped.

The same stoic indifference to the discomforts suffered was to be found among the conductors and trainmen in passenger and freight service during the same period, who were forced to wade through high drifts of snow to secure orders and protect their trains.

Not a slacker was reported by any supervisory officer. In other words, loyalty to the Company and the job ruled supreme. On the road, at the stations, in the yards, shops, engine terminals, freight houses, signal towers and dispatchers' offices.

The amount of motive power that was mobilized and utilized during the snow battle period in the Syracuse territory was large. It is estimated that, in the DeWitt yards alone, a total of 125 locomotives of all classes were in service. None of these was found wanting in the heavy requirements put upon them, and functioned as a great battalion, doing gigantic tasks under adverse circumstances. The same holds true for all train motive power, pusher and helper service in the territory affected by the storm.

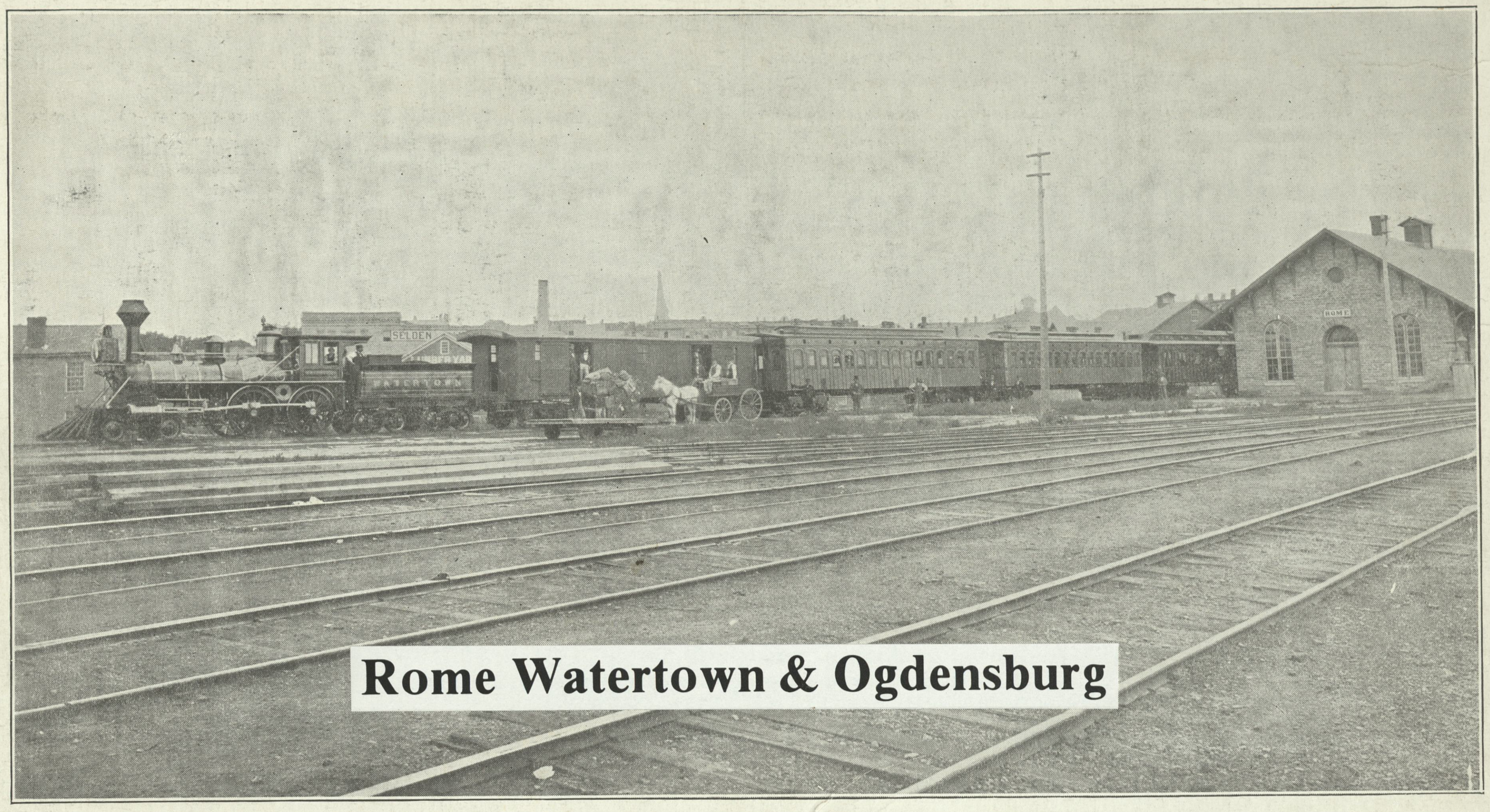
Although the demands for motive power were heavy throughout the district the demand for equipment was fully met and at the same time a reserve was left untouched. Figures given indicate that there were withdrawn for storage at Gardenville and Belle Isle a total of 79 locomotives, including freight, passenger and switching types, and there remained after these withdrawals a balance of 34 serviceable locomotives.

In addition to digging out DeWitt yards, splendid work was accomplished by New York Central employes in the Syracuse District in making East Washington Street passable for passenger trains, clearing team tracks, making the freight house accessible for freight loading and unloading, opening up the First Ward Branch of 2.54 miles with 30 switches, also the industrial line from Geddes Street up through Solvay, three miles, with 21 switches, and in shoveling out the passenger terminal yards, approaches and switches.

A conservative estimate places the number of men forming the entire army which dug out the Syracuse district in the interest of the New York Central at over 5,000, of whom in excess of 4,000 were employes of the company. Of this number a very small percentage normally are called upon in their duties to handle a shovel, or do the hard manual labor involved in the difficult task of shoveling this unusually heavy snow. The remainder represented the rank and file of New York Central employes in this district. The records show that they cheerfully and spiritedly volunteered to do their bit in this historic battle so that commerce over the New York Central might flow in normal volume again.

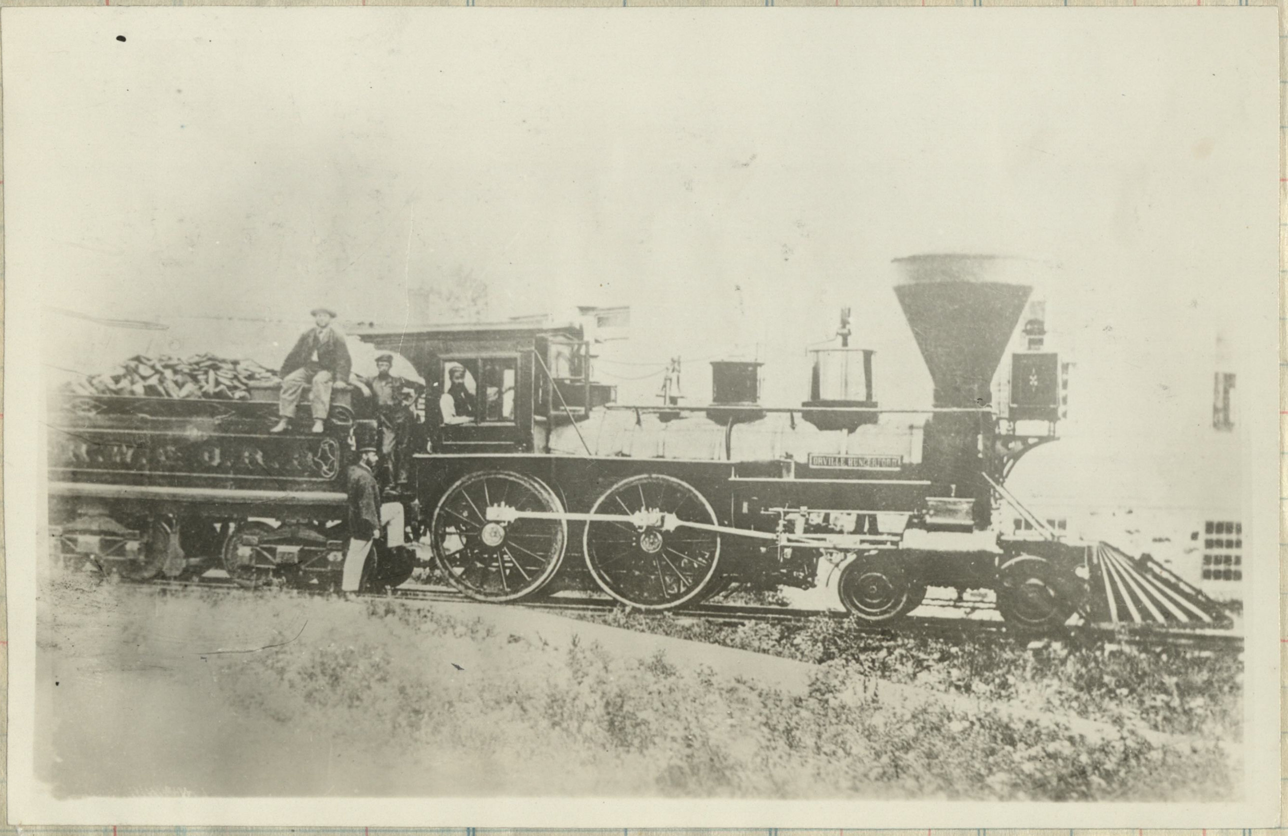
ST. LAWRENCE DIVISION.
ONTARIO DIVISION

No. Sold Amount Clos. No. Sold Amount

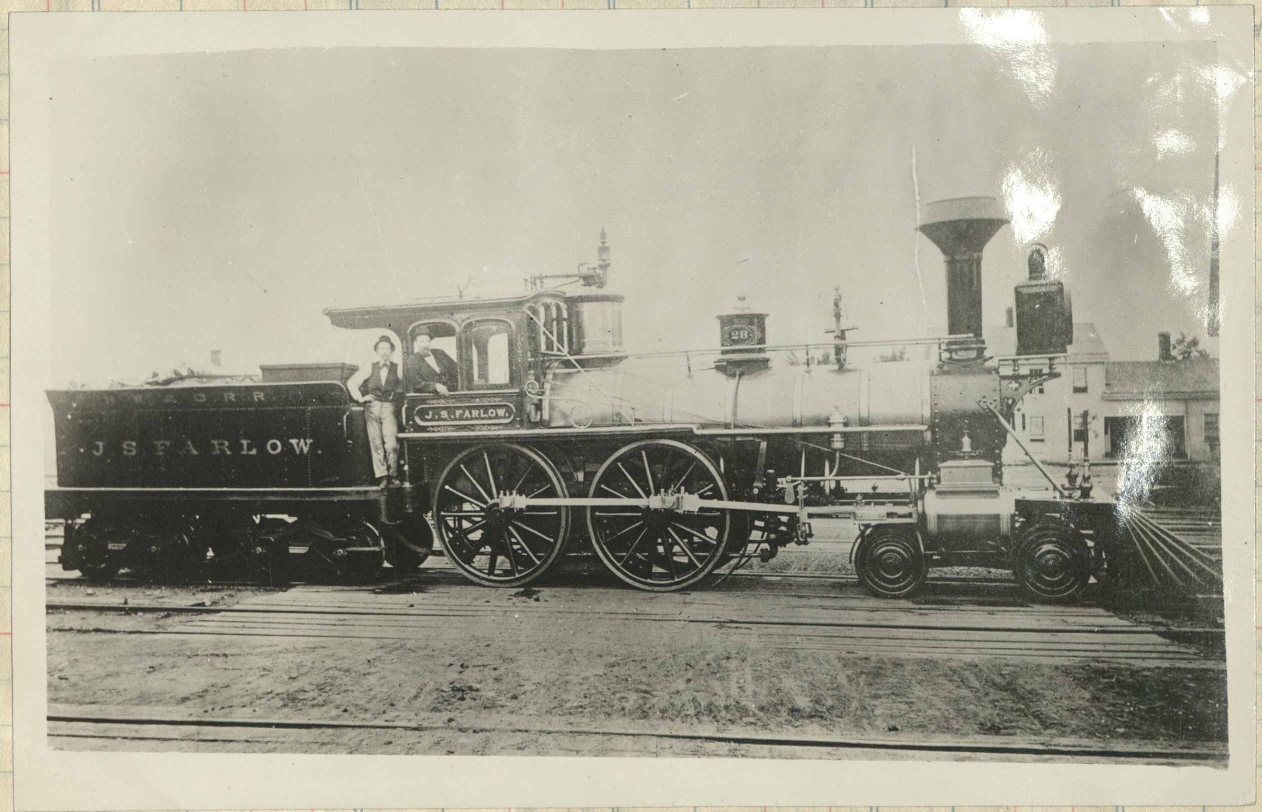

Rome Watertown & Ogdensburg

R. W. & O. TRAIN AT ROME STATION, 1878

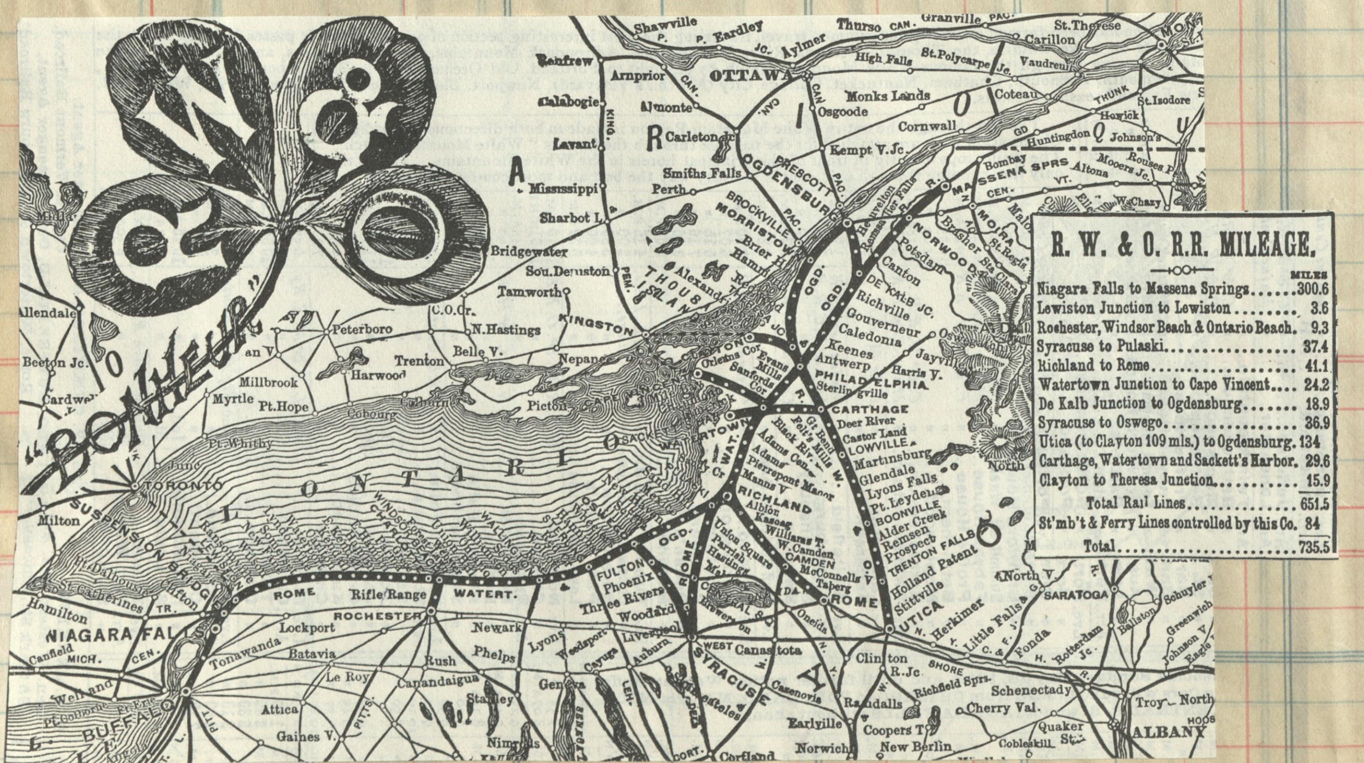
The "Watertown" built by
Taunton 1850 (c/n 56) as
Watertown & Rome "Pierrepont"
To RW&O #1.



Watertown & Rome "Orville Hungerford" built by
Taunton 1851 c/n 80 To R W & O #5

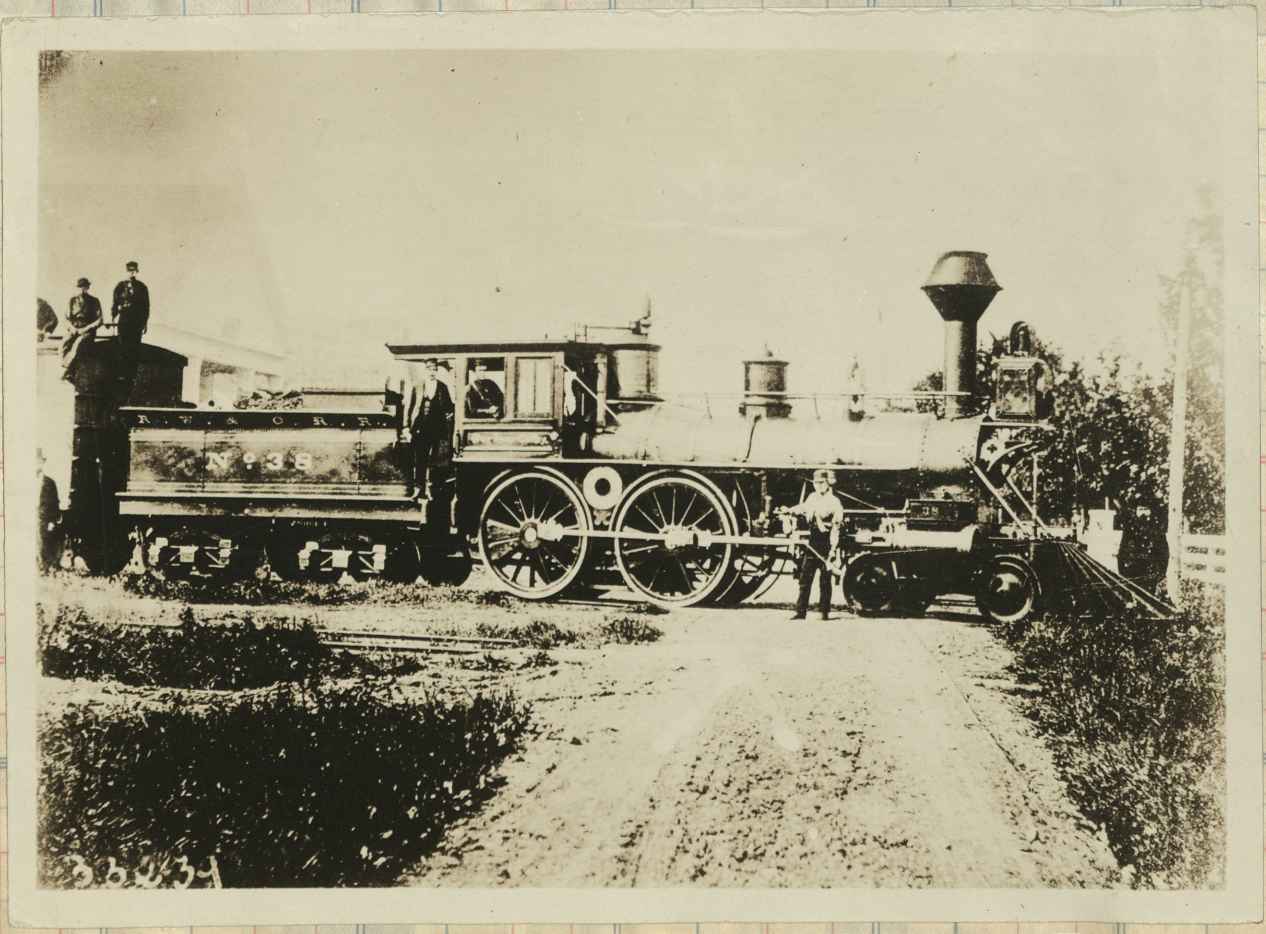


R.W.& O. "J.S.Farlow" #23 Blt by RW&O 1873 to NYCHR #234

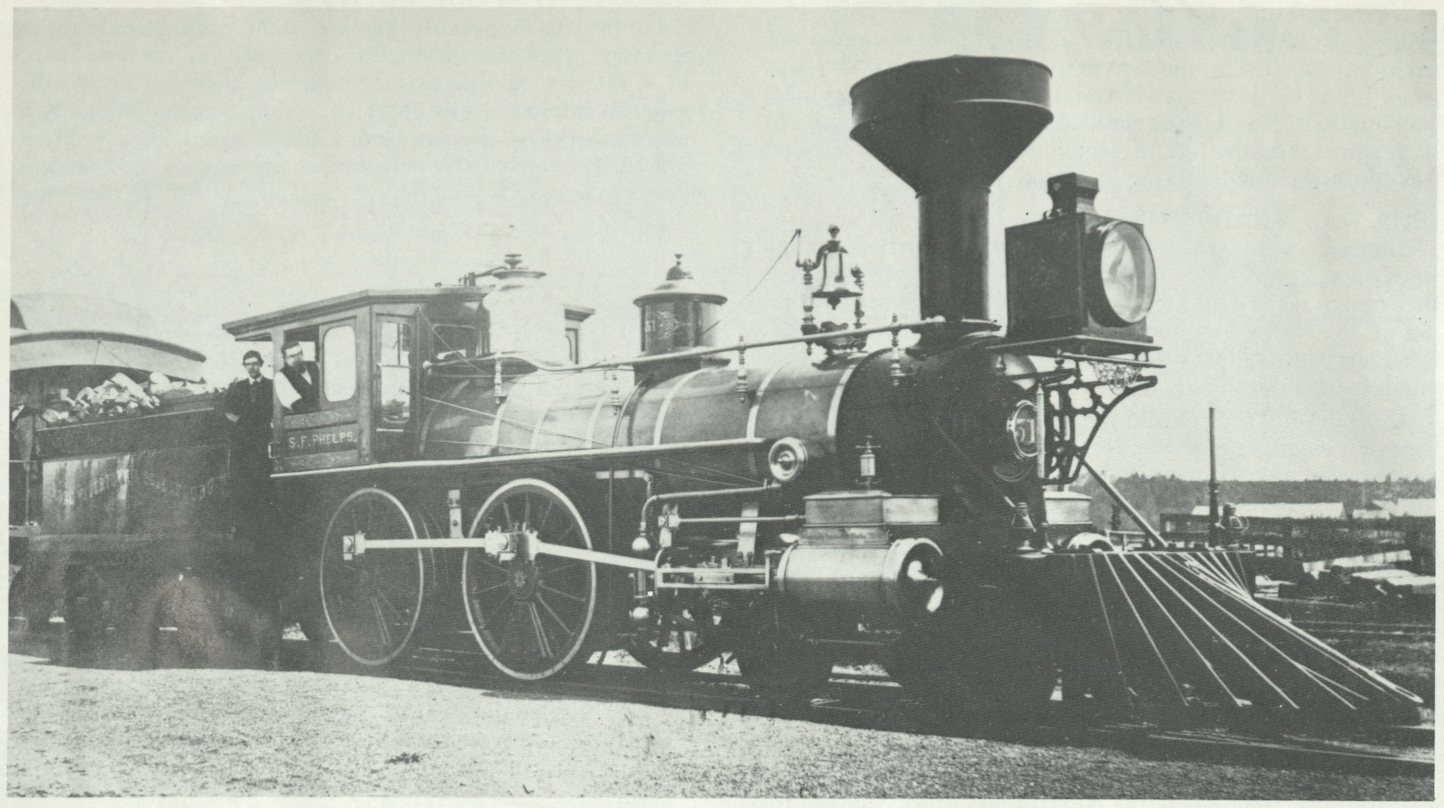

R W O
"BONHEUR"
ONTARIO
OTTAWA
NIAGARA FALLS
BUFFALO
ROME
SYRACUSE
UTICA
OGDENSBURG
ALBANY

R. W. & O. R.R. MILEAGE.

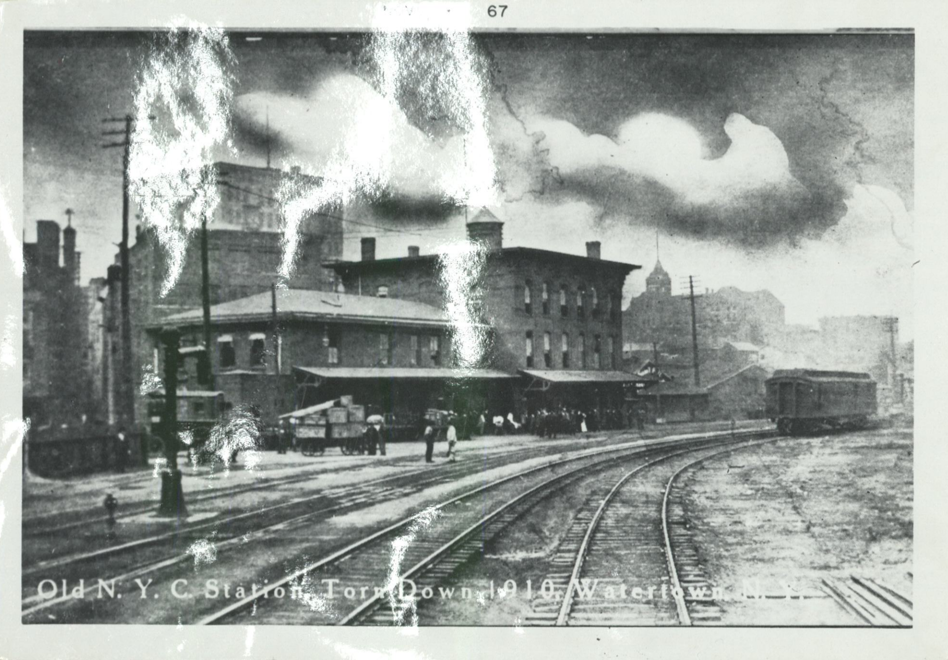
	MILES
Niagara Falls to Massena Springs	300.6
Lewiston Junction to Lewiston	3.6
Rochester, Windsor Beach & Ontario Beach	9.3
Syracuse to Pulaski	37.4
Richland to Rome	41.1
Watertown Junction to Cape Vincent	24.2
De Kalb Junction to Ogdensburg	18.9
Syracuse to Oswego	36.9
Utica (to Clayton 109 mls.) to Ogdensburg	134
Carthage, Watertown and Sackett's Harbor	29.6
Clayton to Theresa Junction	15.9
Total Rail Lines	651.5
St'mb't & Ferry Lines controlled by this Co.	84
Total	735.5

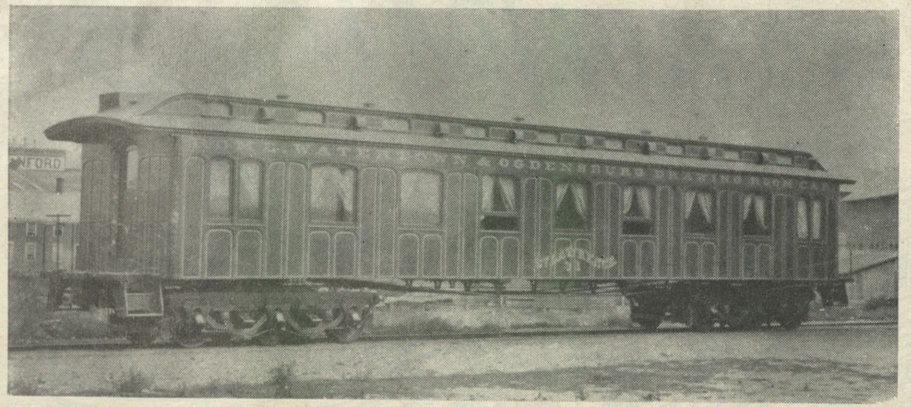


R.W.& O. #38 GARDNER COLBY Blt by RW&O 1868

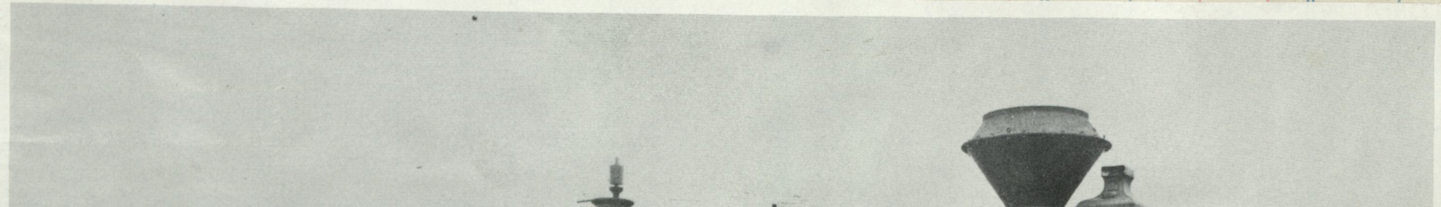


RW&O #31 "S.F. Phelps" (15x22-60) was built by Schenectady in 1866 (B/N 414).


67
Old N. Y. C. Station, Torn Down 1910, Watertown N. Y.

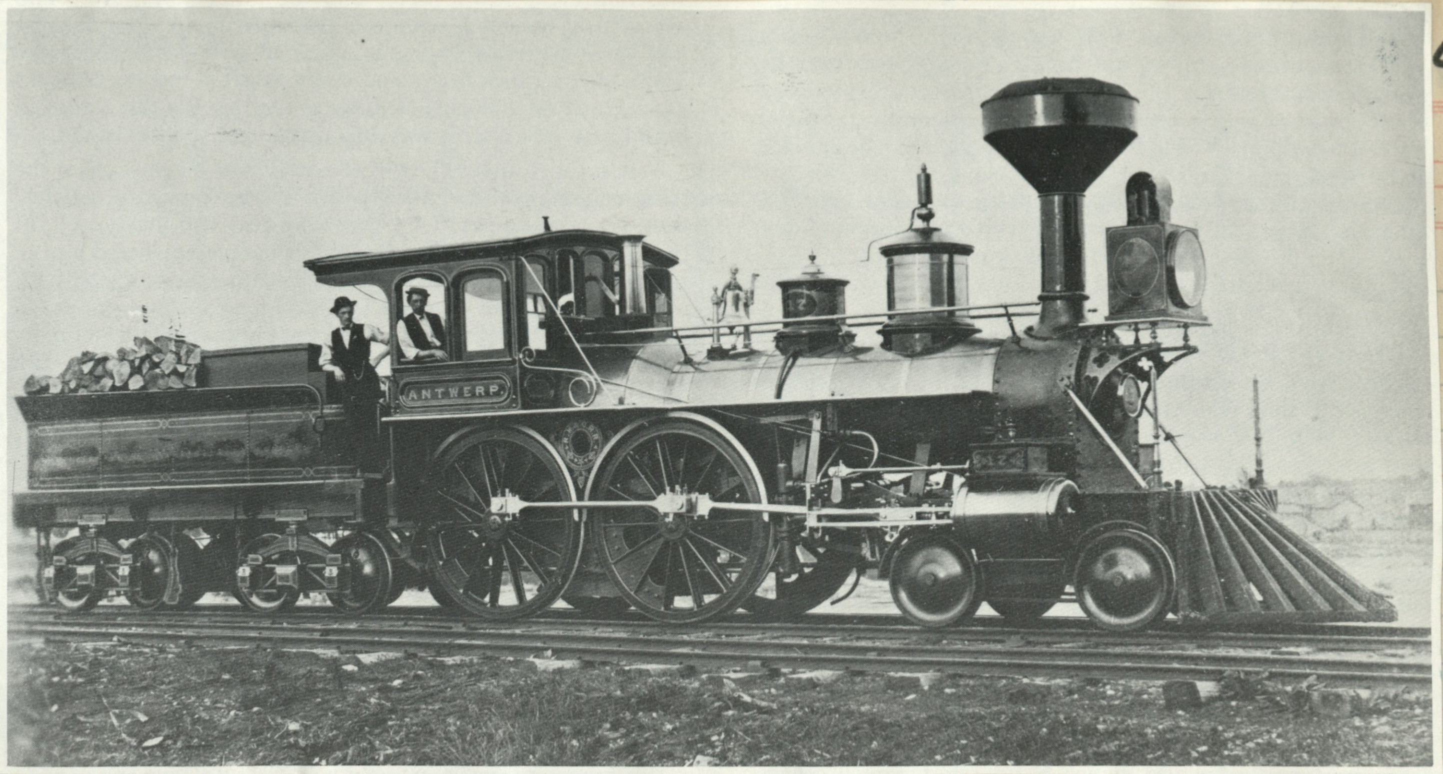


Victorian luxury on the Rome, Watertown & Ogdensburg was the *St. Lawrence*, its first drawing-room sleeper.

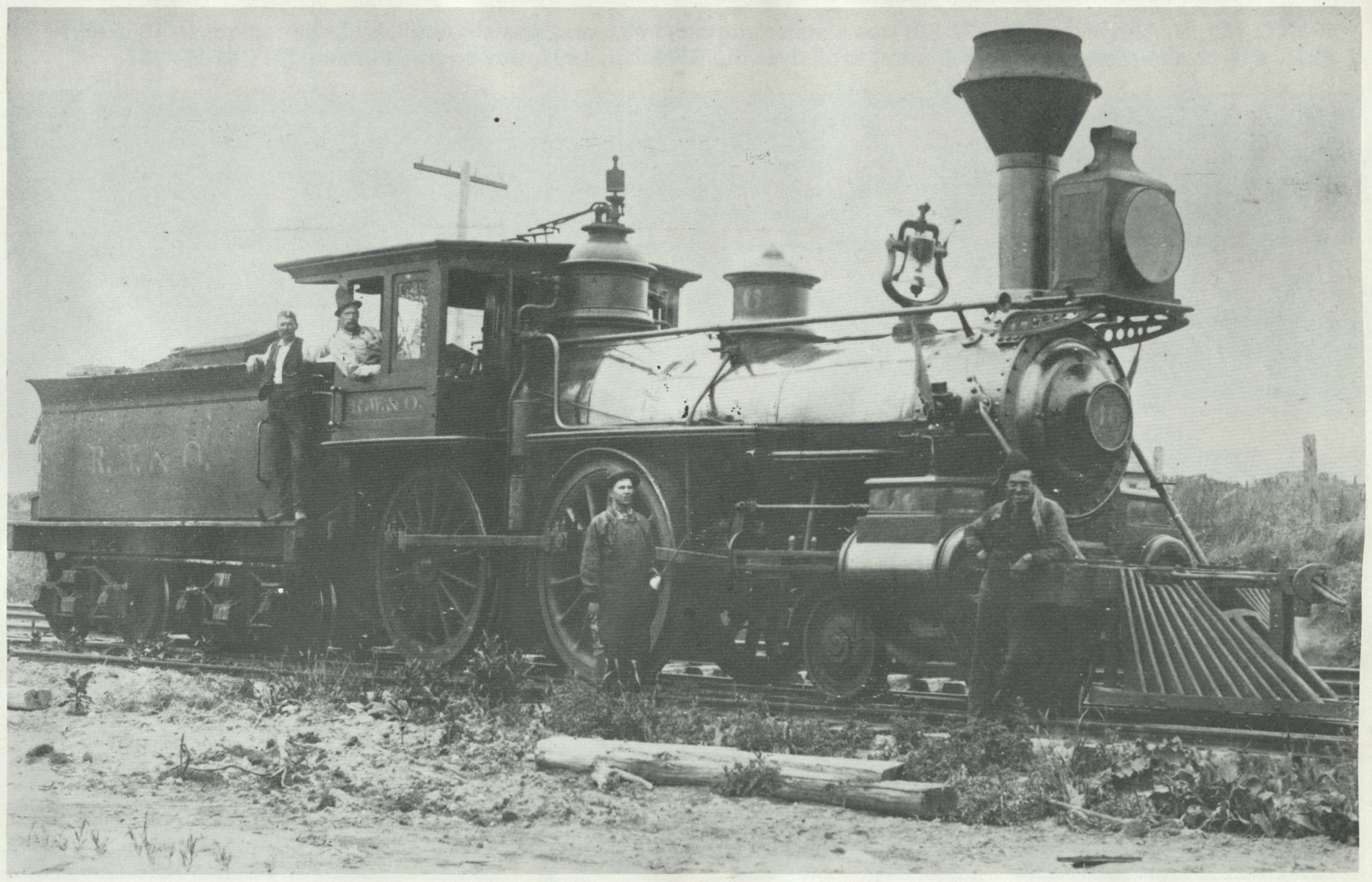


Bigger power was coming on the scene when RW&O #6 (18x24-57) joined the roster in 1883. Built by Rome (B/N 51), this engine became NYC&HR #850 in 1892, and was again renumbered to #181, class E-5a, in 1899.

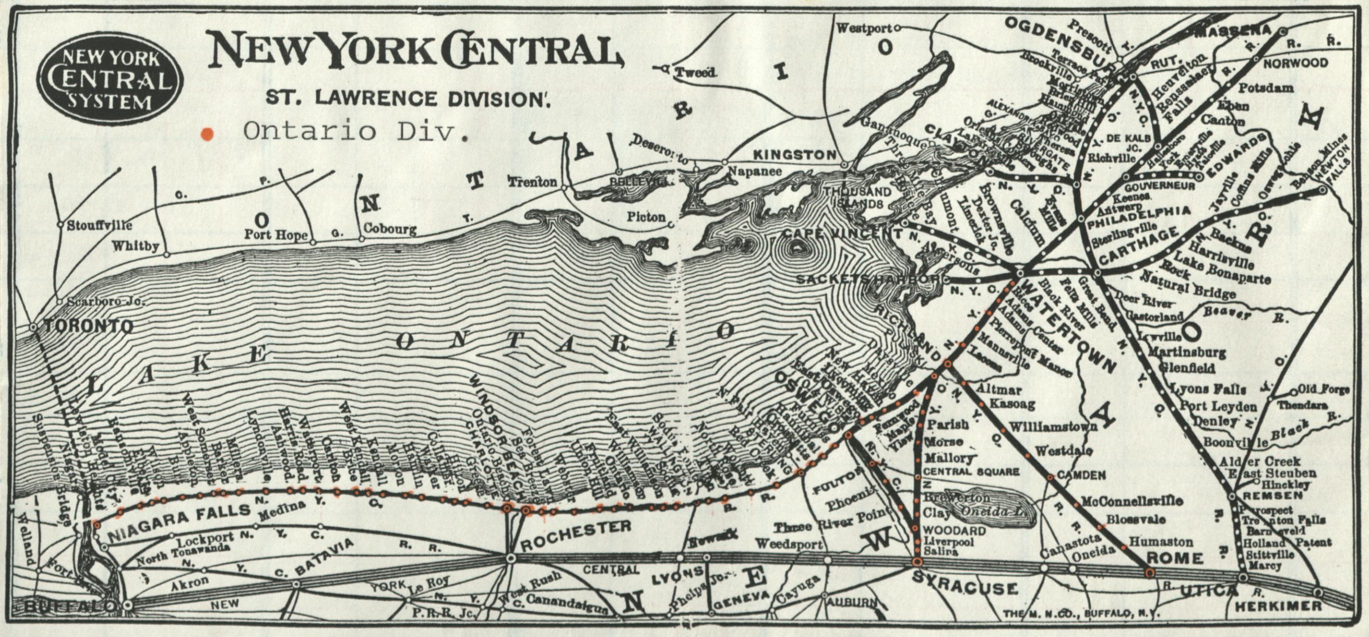
1801



The ANTWERP had a reputation as a 'speedster'. Built in 1852 by Taunton (c/n 106) as the Plattsburg & Montreal "Plattsburg". Later renamed "Saranac". Sold to the Potsdam & Watertown "Antwerp" In 1863 to RW&O #17.



RW&O #46 "Sodus" (15x22-54) was originally built by Hinckley for the Lake Ontario Shore R.R. in 1872.

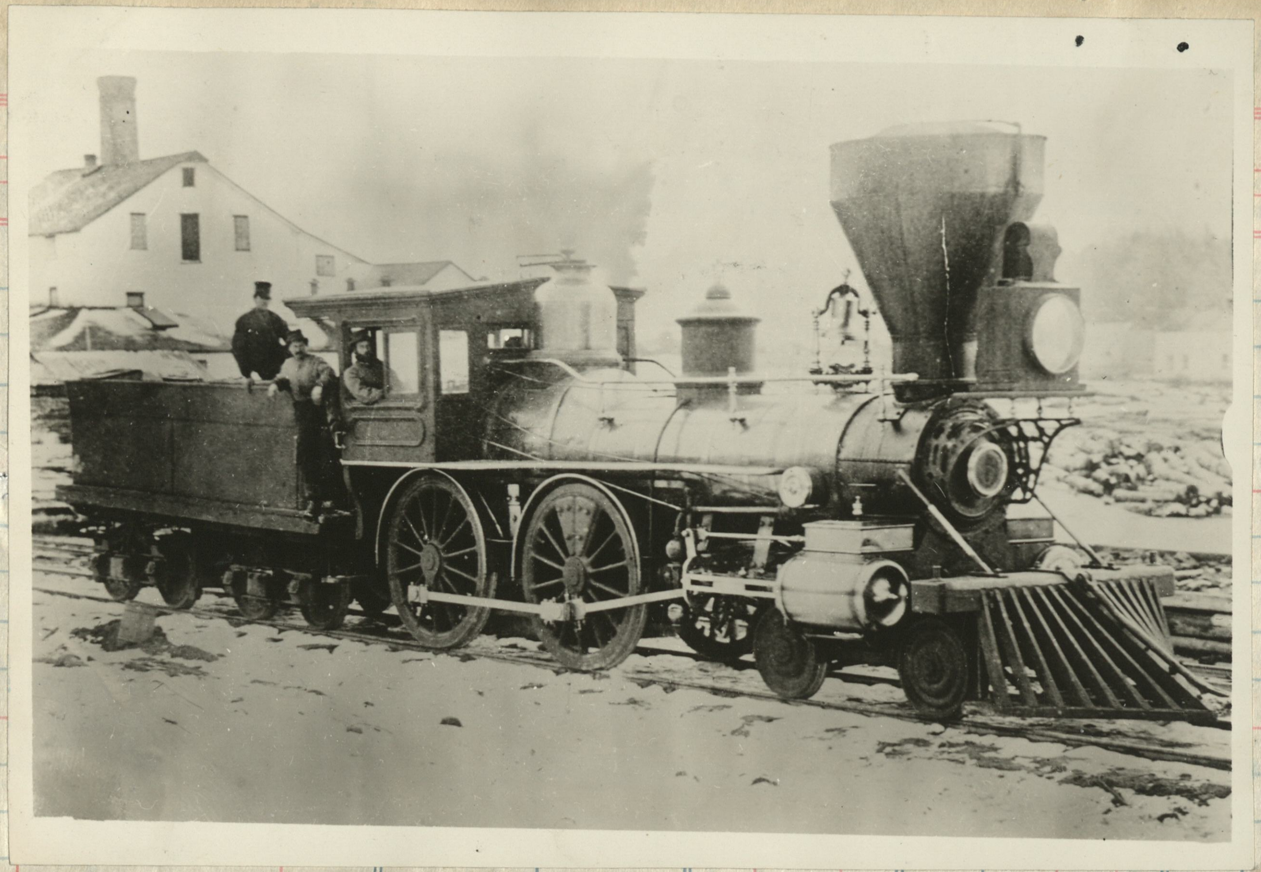

NEW YORK CENTRAL SYSTEM
NEW YORK CENTRAL
ST. LAWRENCE DIVISION
Ontario Div.
LAKE ONTARIO
ONTARIO
NEW YORK
TORONTO
KINGSTON
OGDENSBURG
MASSENA
WATERTOWN
CAPE VINCENT
SACKETS HARBOR
CLAYTON
PHILADELPHIA
CARTHAGE
OSWEGO
NIAGARA FALLS
ROCHESTER
BUFFALO
SYRACUSE
ROME
UTICA
HERKIMER
THE M. N. CO., BUFFALO, N.Y.

Map of St. Lawrence Division as printed on the back of a time table dated January 28, 1940.

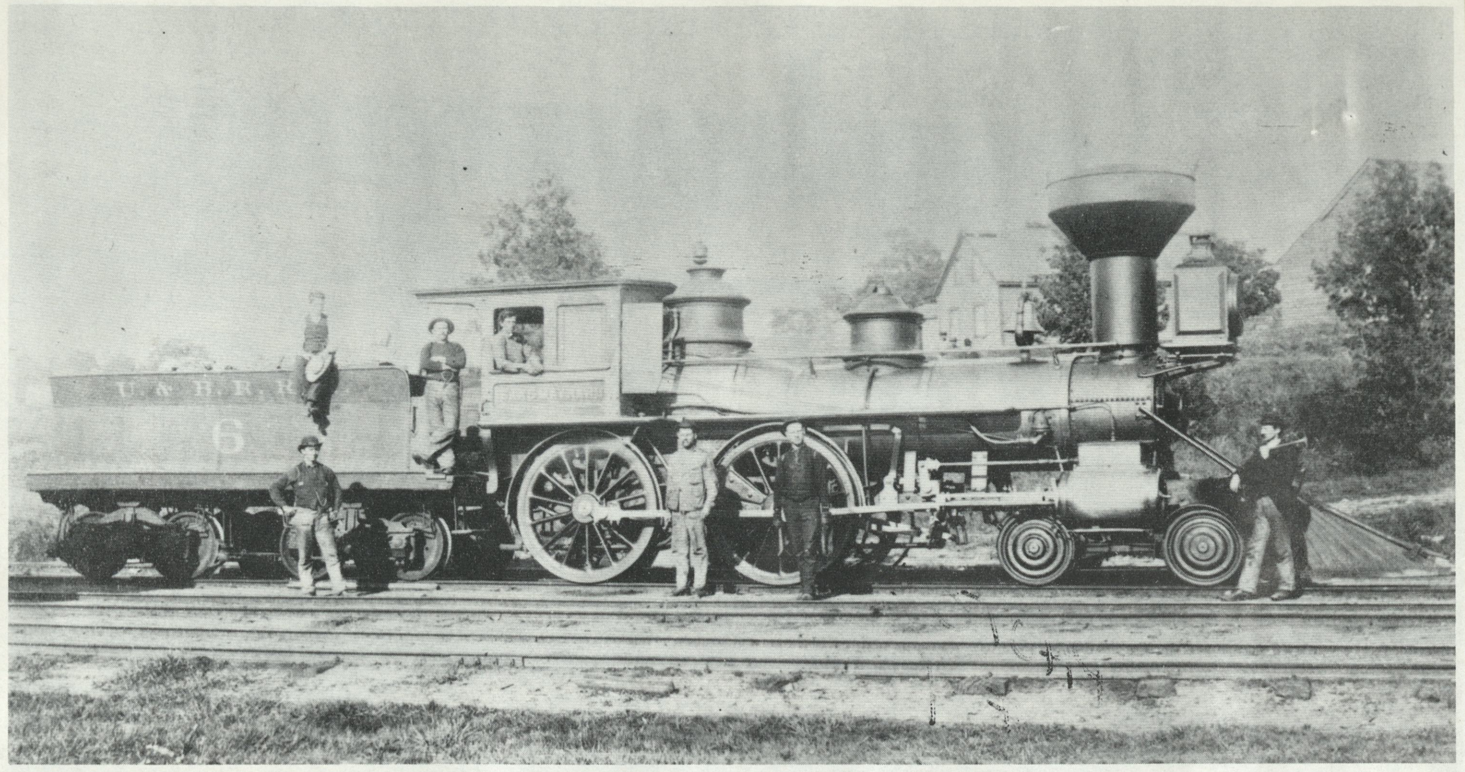
SELLER
DATE
FORM

Sold

Sold Amount

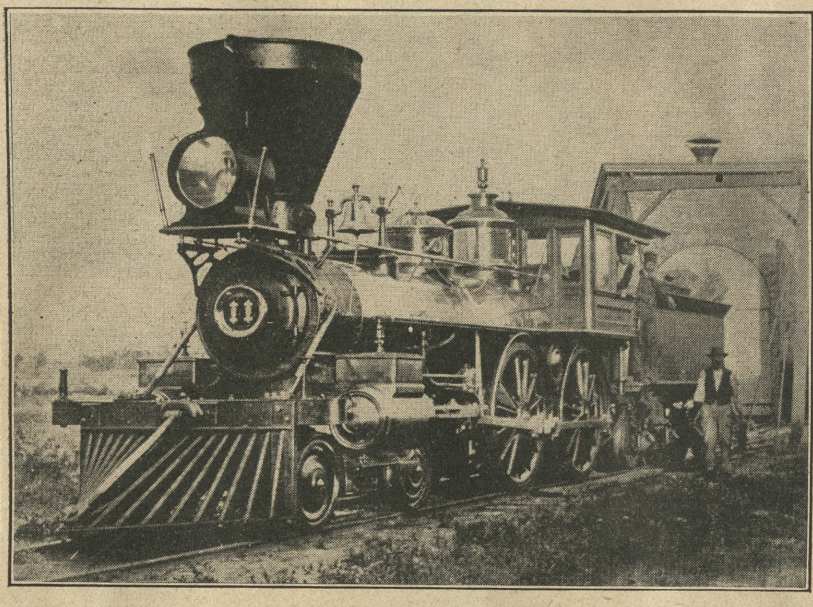


U&BR #6 the "Isaac Maynard" as built c/n 472

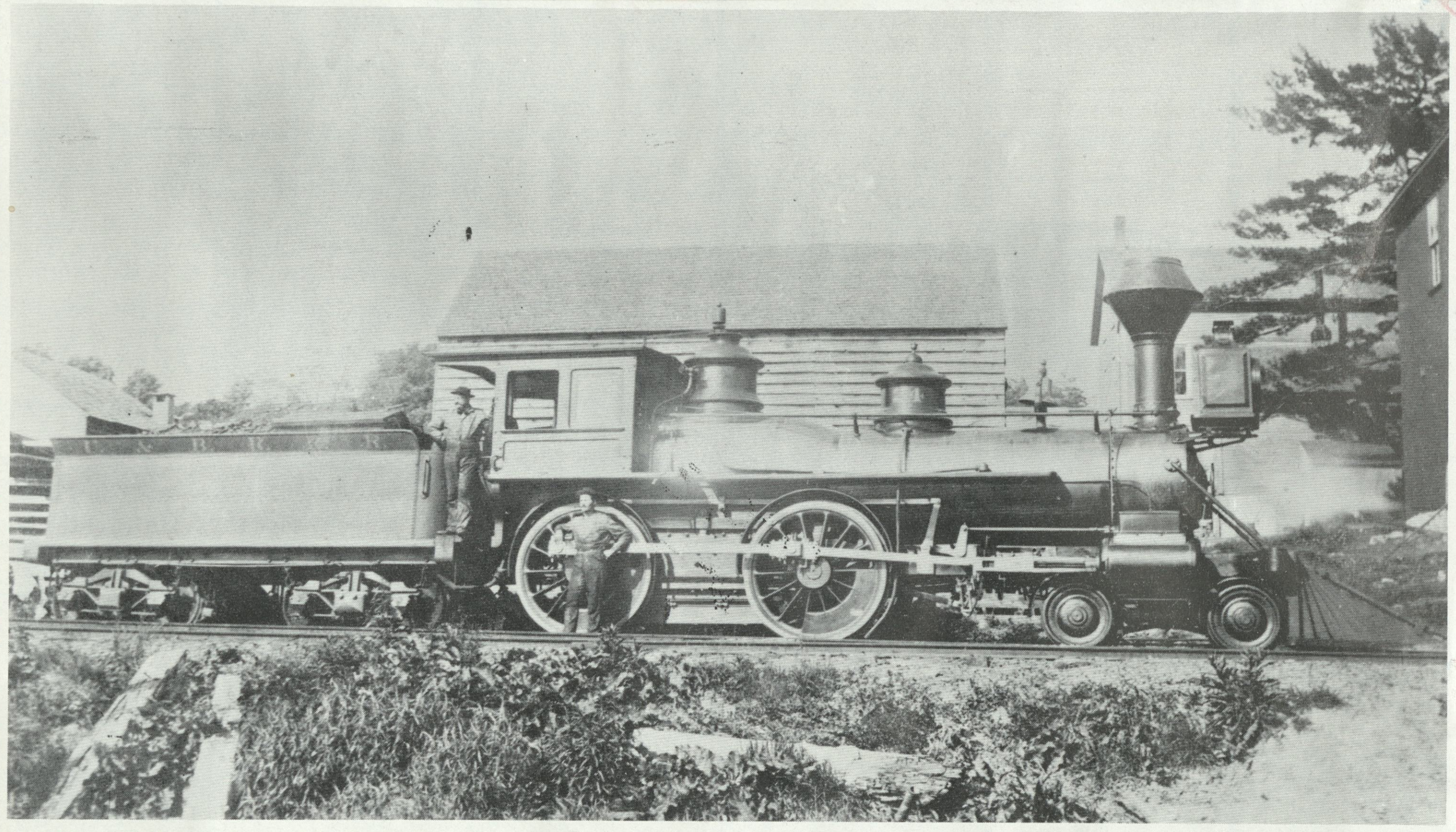


Utica & Black River #6 "Isaac Maynard" (15x22-60) became RW&O #82 and was built by Schenectady in 1868

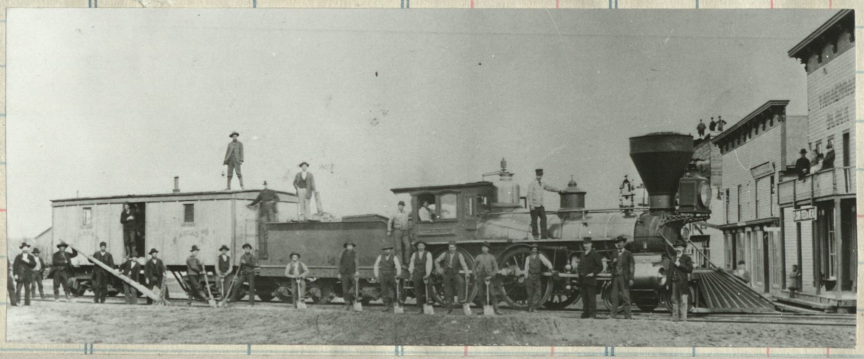
U&BR #11 "W.T.Hopkins" blt as Carthage, Watertown & Sacketts Harbor #2 "L.D.Doolittle" by Rhode Is 1871 c/n 367 Renoed RW&O #89



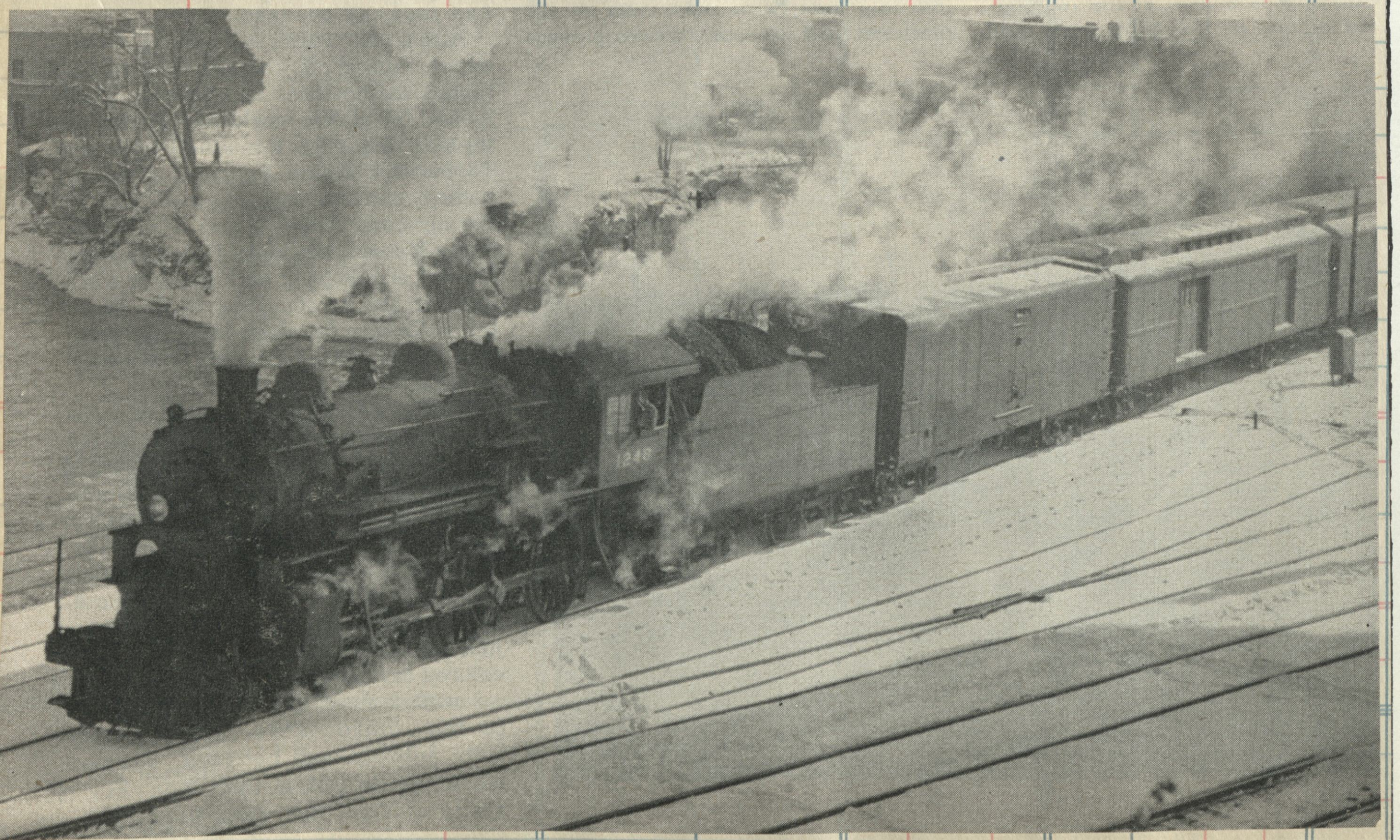
A Utica & Black River pioneer, No. 11, Rhode Island built.



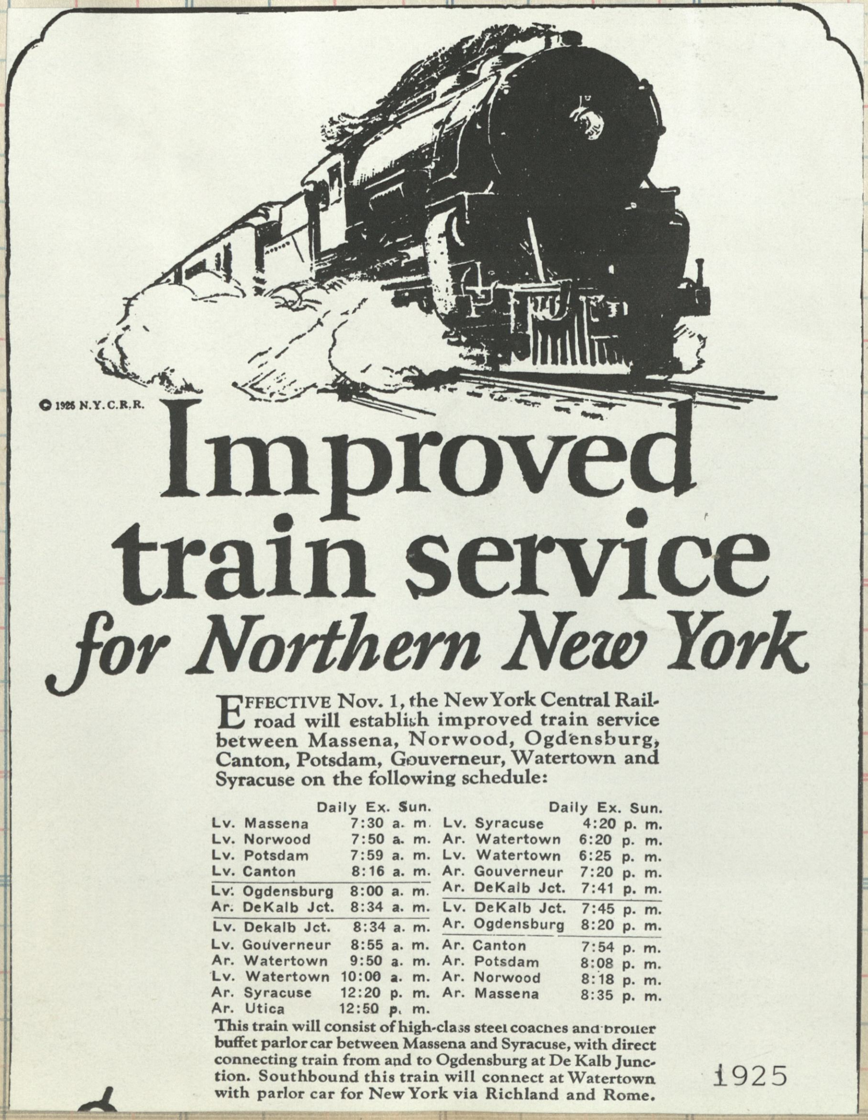
Utica & Black River #24 "G. W. Egert" (17x24-63) later became RW&O #67, then NYC&HR #275 in 1892. This engine was built by Schenectady in 1883, B/N 1719.



Thirty five citizens of Glendale pose with U&BR #13 "Thomas Foster". Blt by Schenectady in 1872 (c/n 781) Renoed RW&O 74, NYC&HR 242.



Ten wheeler 1248 [org 2122 Schen 1907] works out of Black River with Carthage to Watertown Trn #406.



© 1925 N.Y.C.R.R.

Improved train service *for Northern New York*

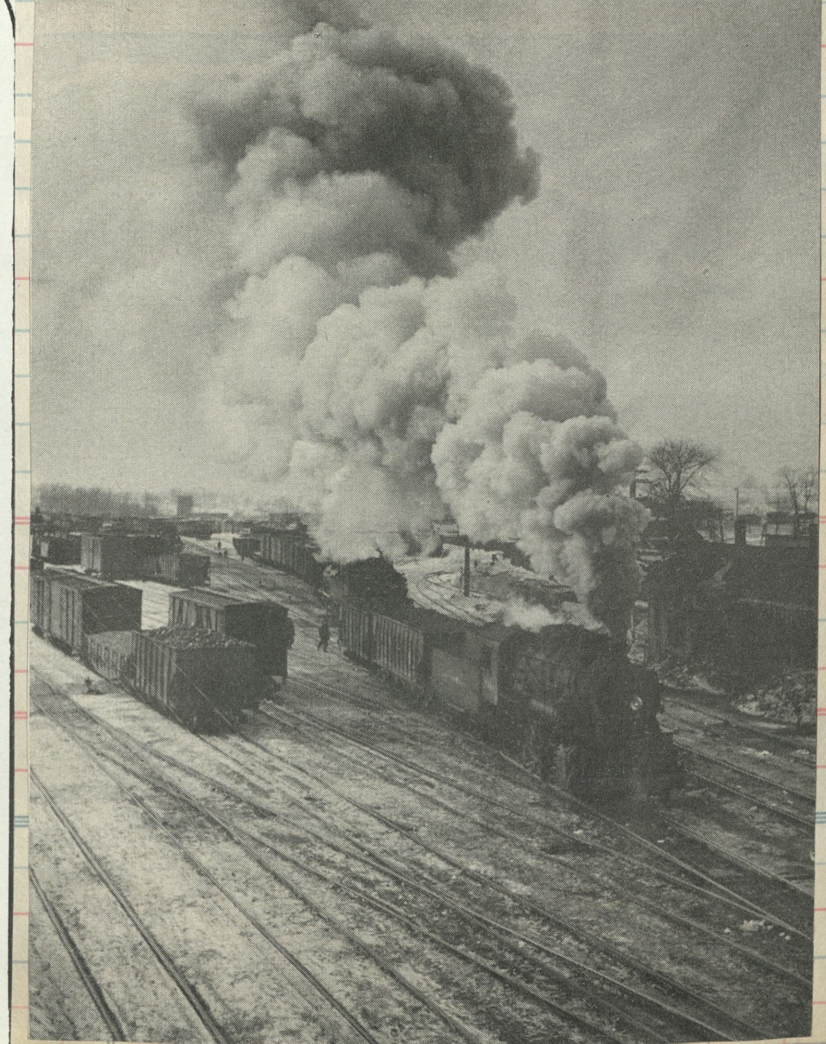
EFFECTIVE Nov. 1, the New York Central Railroad will establish improved train service between Massena, Norwood, Ogdensburg, Canton, Potsdam, Gouverneur, Watertown and Syracuse on the following schedule:

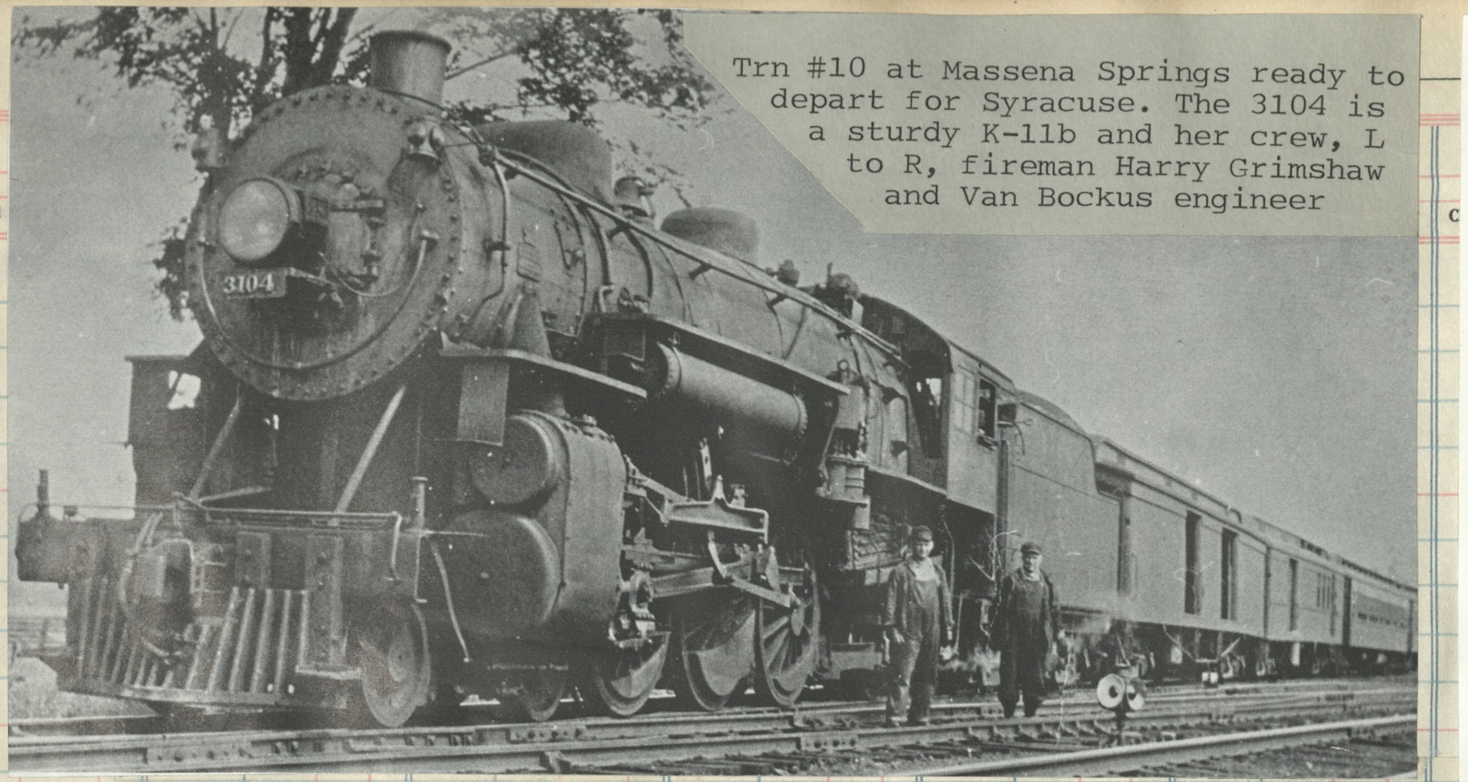
	Daily Ex. Sun.		Daily Ex. Sun.
Lv. Massena	7:30 a. m.	Lv. Syracuse	4:20 p. m.
Lv. Norwood	7:50 a. m.	Ar. Watertown	6:20 p. m.
Lv. Potsdam	7:59 a. m.	Lv. Watertown	6:25 p. m.
Lv. Canton	8:16 a. m.	Ar. Gouverneur	7:20 p. m.
Lv. Ogdensburg	8:00 a. m.	Ar. DeKalb Jct.	7:41 p. m.
Ar. DeKalb Jct.	8:34 a. m.	Lv. DeKalb Jct.	7:45 p. m.
Lv. Dekalb Jct.	8:34 a. m.	Ar. Ogdensburg	8:20 p. m.
Lv. Gouverneur	8:55 a. m.	Ar. Canton	7:54 p. m.
Ar. Watertown	9:50 a. m.	Ar. Potsdam	8:08 p. m.
Lv. Watertown	10:00 a. m.	Ar. Norwood	8:18 p. m.
Ar. Syracuse	12:20 p. m.	Ar. Massena	8:35 p. m.
Ar. Utica	12:50 p. m.		

This train will consist of high-class steel coaches and broiler buffet parlor car between Massena and Syracuse, with direct connecting train from and to Ogdensburg at De Kalb Junction. Southbound this train will connect at Watertown with parlor car for New York via Richland and Rome.

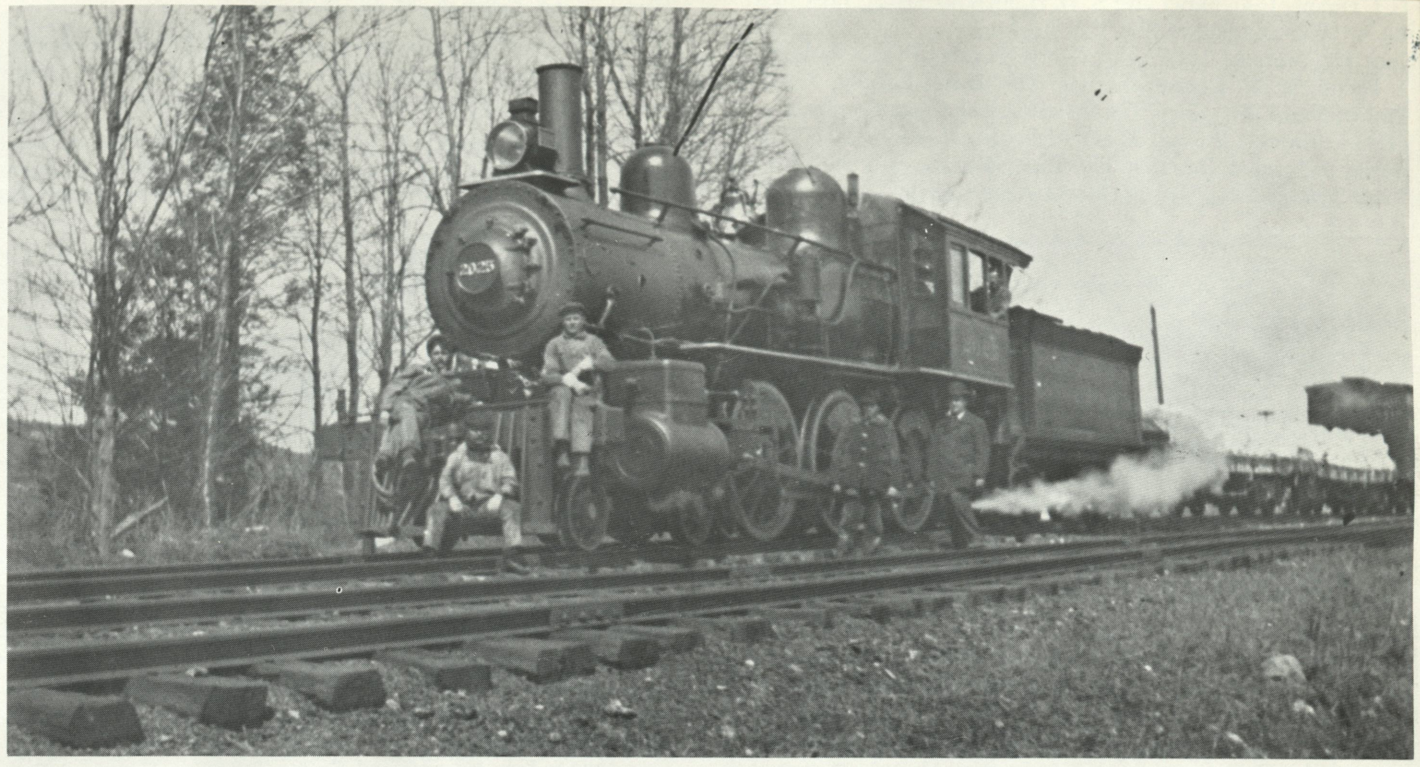
1925

The 'garden' at Watertown

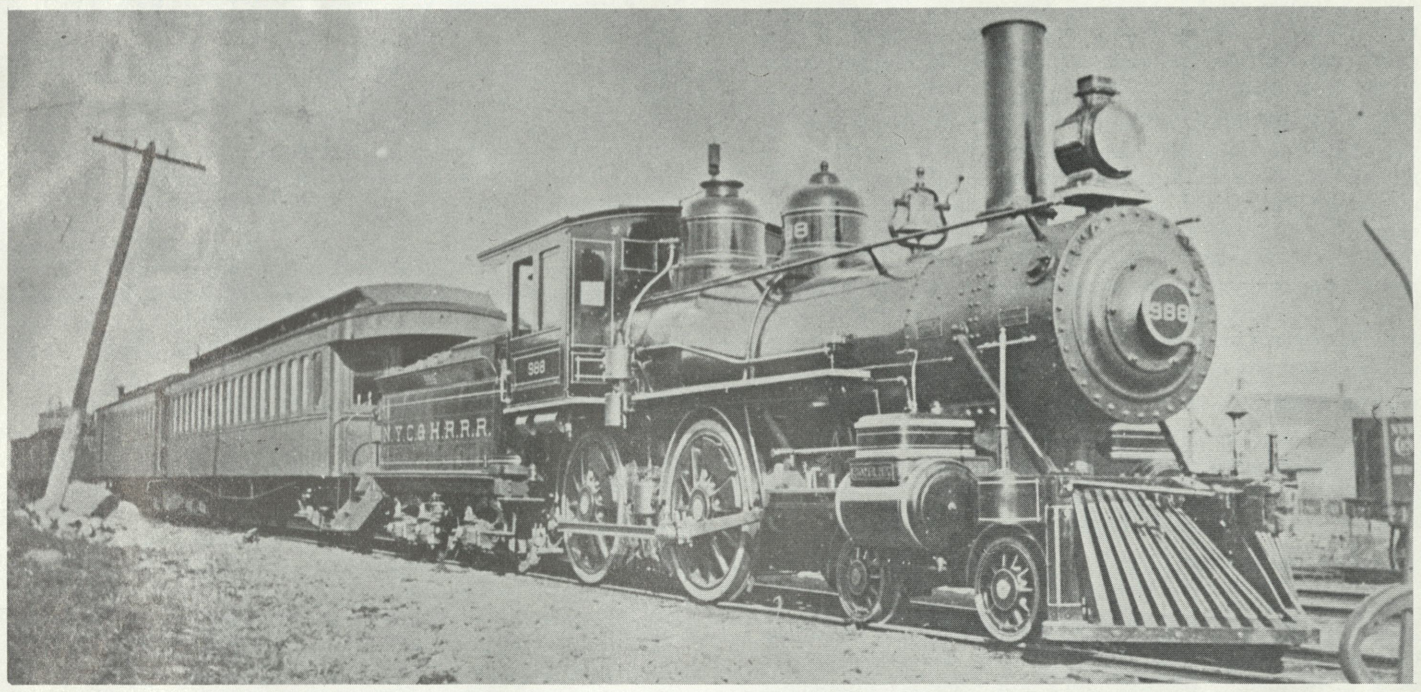




Trn #10 at Massena Springs ready to depart for Syracuse. The 3104 is a sturdy K-11b and her crew, L to R, fireman Harry Grimshaw and Van Bockus engineer



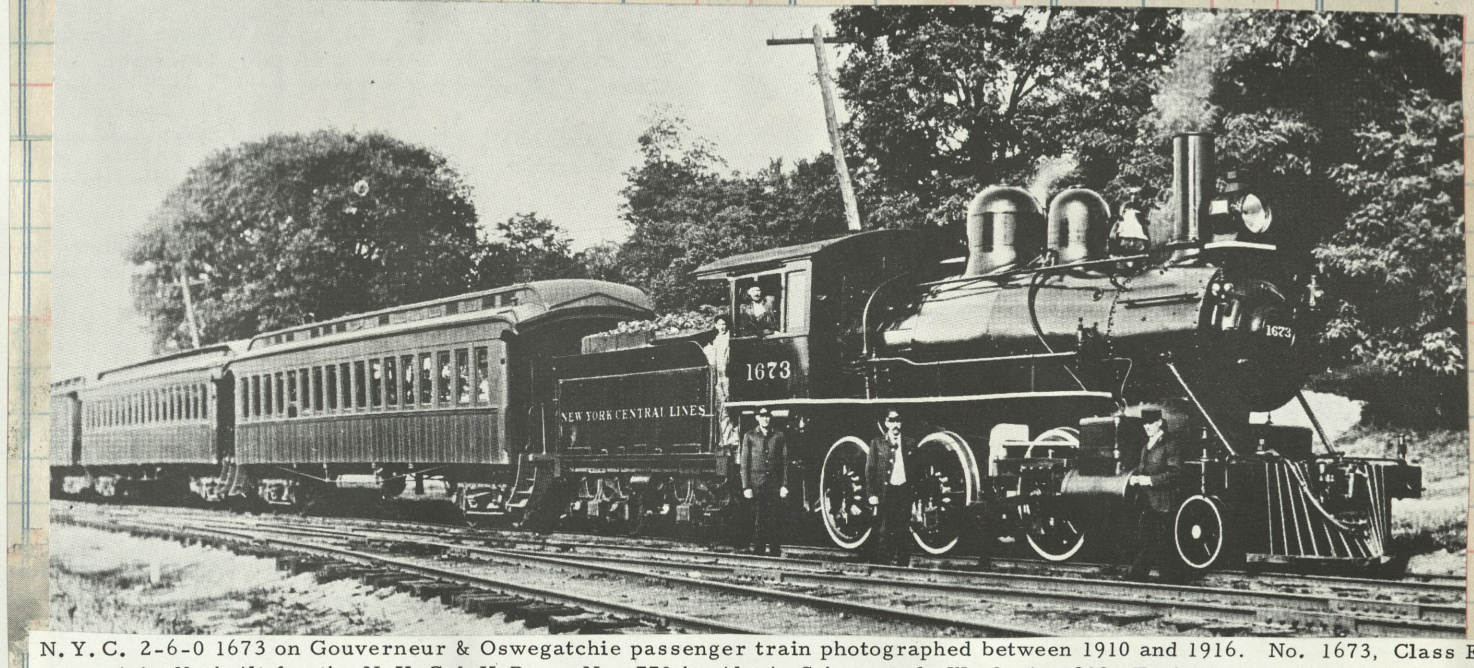
Ten-wheeler 2025 and crew take some time out for the photographer. Conductor James F. Murphy on extreme right. Engineer Van C. Bockus in center of group on left, early 1900's.
Nelson B. Winters Collection



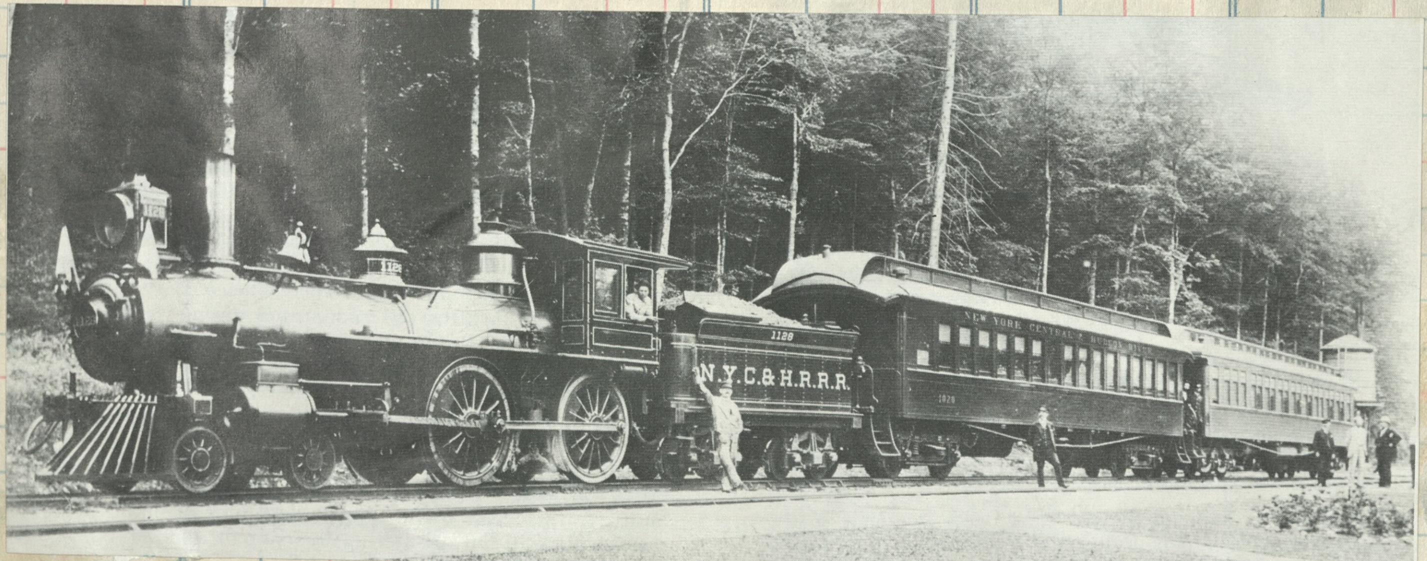
N.Y.C. & H.R. 4-4-0 No. 988, class G-21 at Gouverneur, N.Y. in 1898. This locomotive was built by Rome (New York Locomotive Works) in 1886 as Cartage & Adirondack No. 1. It later received road number 988, probably in 1893, since the N.Y.C. & H.R. leased the C. & A. at that time. At a later date, this locomotive was again renumbered, this time to 1083, while another N.Y.C. & H.R. 4-4-0 class C-11 No. 953 became the "new" No. 988. The author's grandfather, Van C. Bockus, operated this locomotive on a special high speed run from Philadelphia Junction, N.Y. to Potsdam, N.Y., 53 miles in 55 minutes running time. Mr. Bockus was of the opinion that 988 could do the distance in quicker time if permitted, and it was pointed out the time of the 988 was made on a roadbed much less favorable than that used by the famous 999 on its history making run. Mr. Bockus was promoted to engineer in March, 1892 and the high speed run probably occurred prior to August, 1893. Mr. Van C. Bockus passed away in 1936.

32

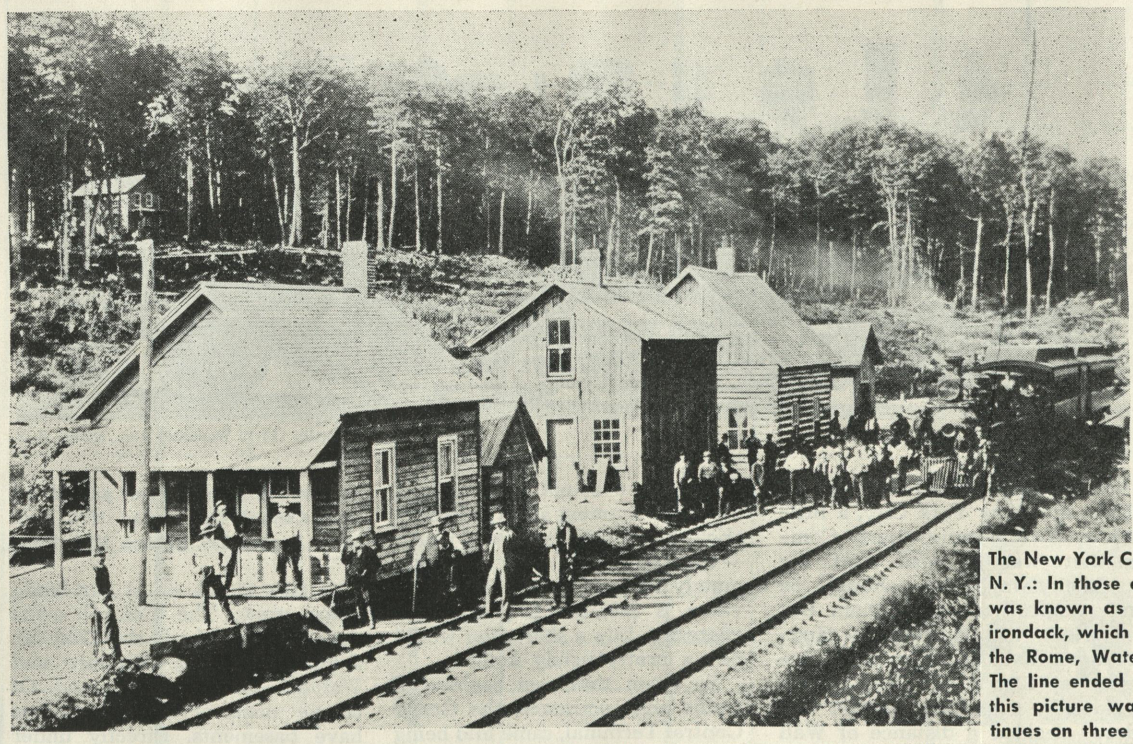
Nelson B. Winters Collection



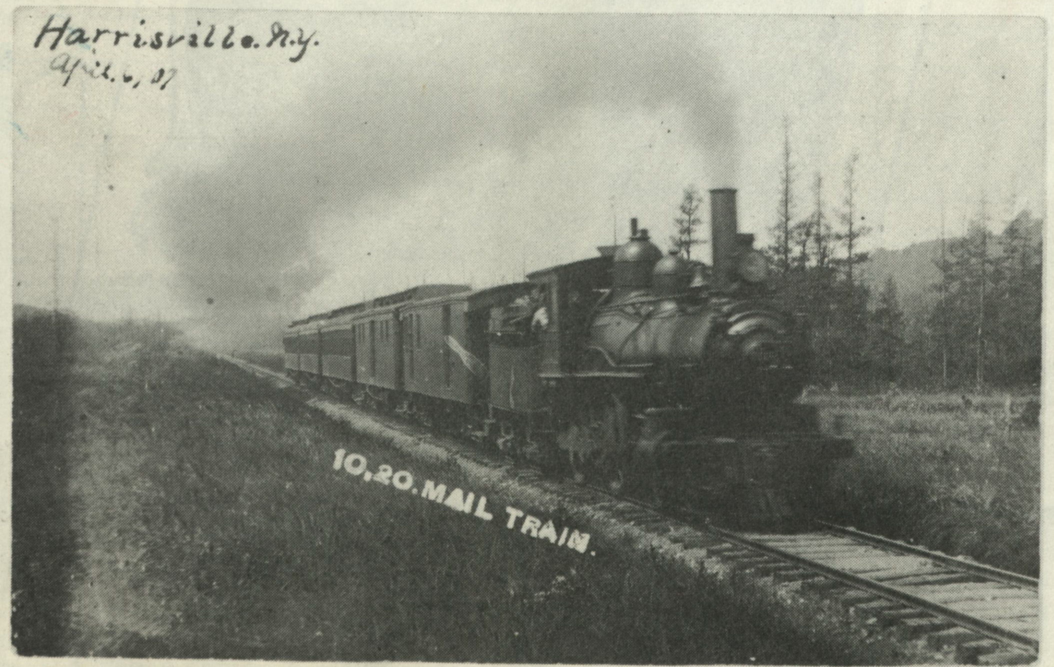
N. Y. C. 2-6-0 1673 on Gouverneur & Oswegatchie passenger train photographed between 1910 and 1916. No. 1673, Class Ec was originally built for the N. Y. C. & H. R. as No. 770 by Alco's Schenectady Works in 1892. Train crew is justly proud of the polished and freshly painted 2-6-0 . Engineer in the cab is Van. C. Bockus.
Photo Collection - Duane M. Winters



The "Brass" inspect the C&A--The 1128 was blt by Schenectady 1880



The New York Central at Benson Mines, N. Y.: In those early days the railroad was known as the Carthage and Adirondack, which was later absorbed by the Rome, Watertown & Ogdensburg. The line ended at Benson Mines when this picture was taken; now it continues on three miles to Newton Falls.



Carthage & Adirondack Trn #405 April 6, 1907

102

SELLER
DATE
FORM

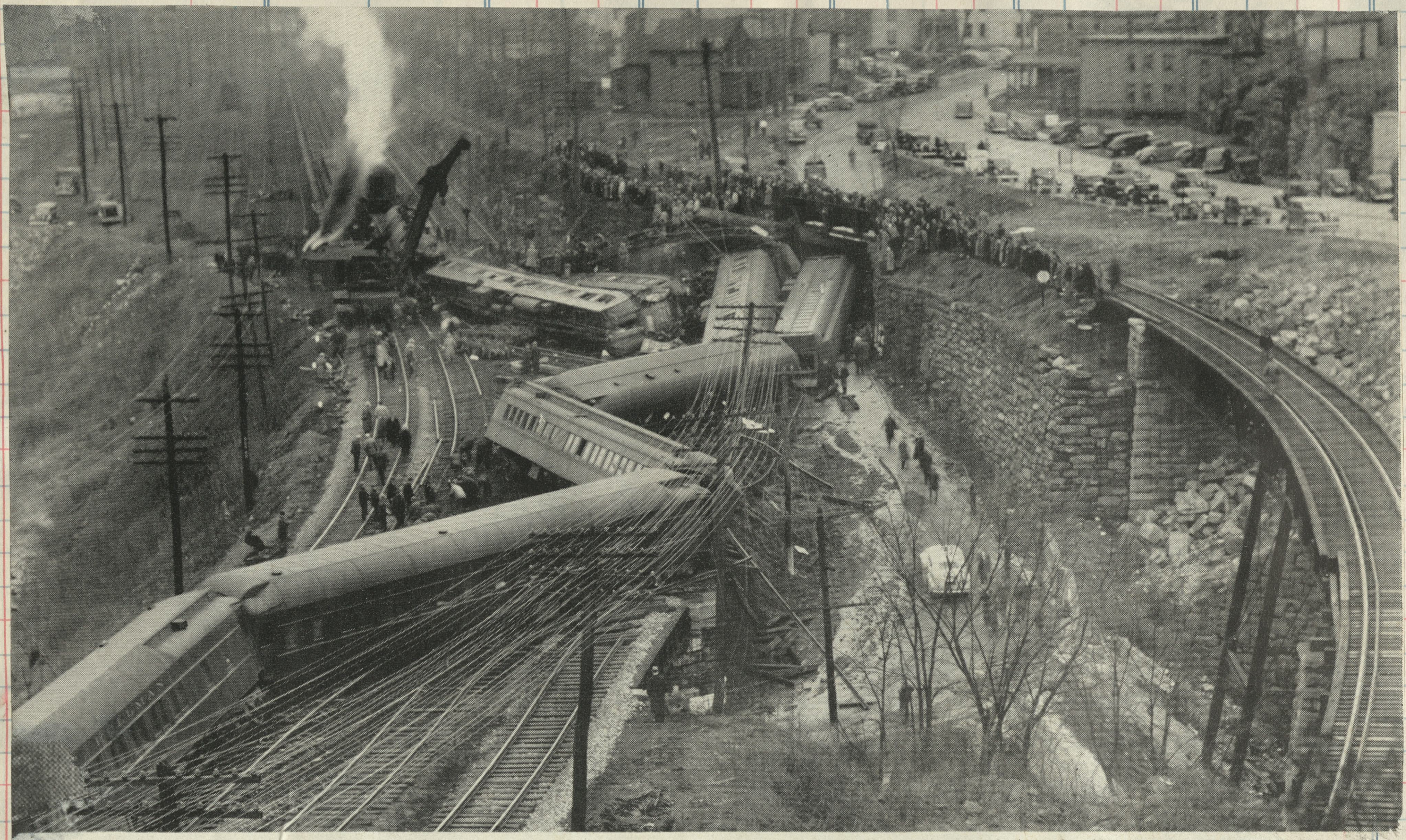
Apr. 19, 1940

RACING TO SAVE 15 MIN., THE LAKE SHORE LIMITED KILLS 30, INJURES 100

Fifteen minutes late on its New York-Chicago run, the crack Lake Shore Limited raced up the Mohawk Valley on the night of April 19. Near Little Falls, N. Y., engineers are required to slow down to 45 m. p. h. for Gulf Curve, sharpest on the New York Central system. Going into Gulf Curve, the Lake Shore Limited was hitting 59. The locomotive jumped the track, hurtled over two other tracks, crashed head-on into a rock wall and exploded. Nine cars piled up like jackstraws behind it.

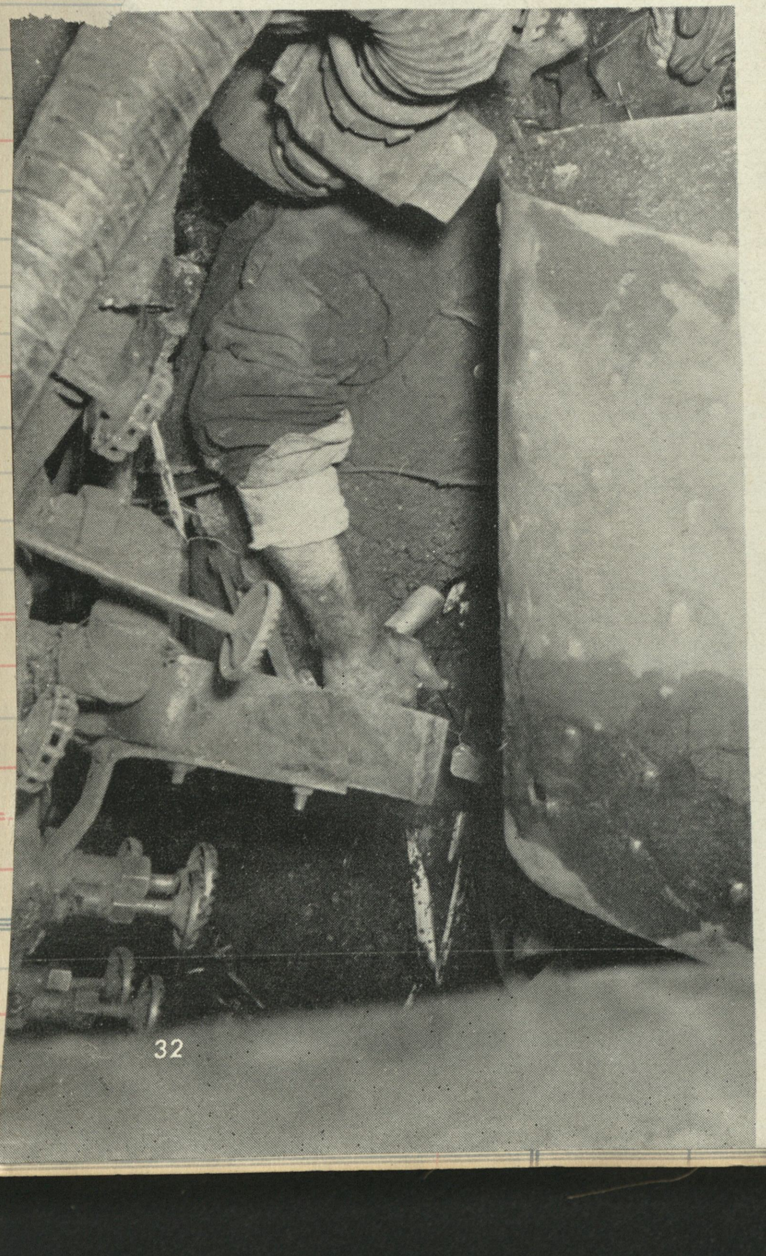
1940

In the first two Pullmans, rescuers found mostly mangled bodies. In the next two were the worst injured. By noon next day there were 30 known dead, including Engineer Jesse Earl, and more than 100 wounded. Worst American railroad wreck since the *Olympian* killed 47 persons in June 1938, it made a dismal contrast with the safety record of U. S. airlines in finishing a full year without a fatality.

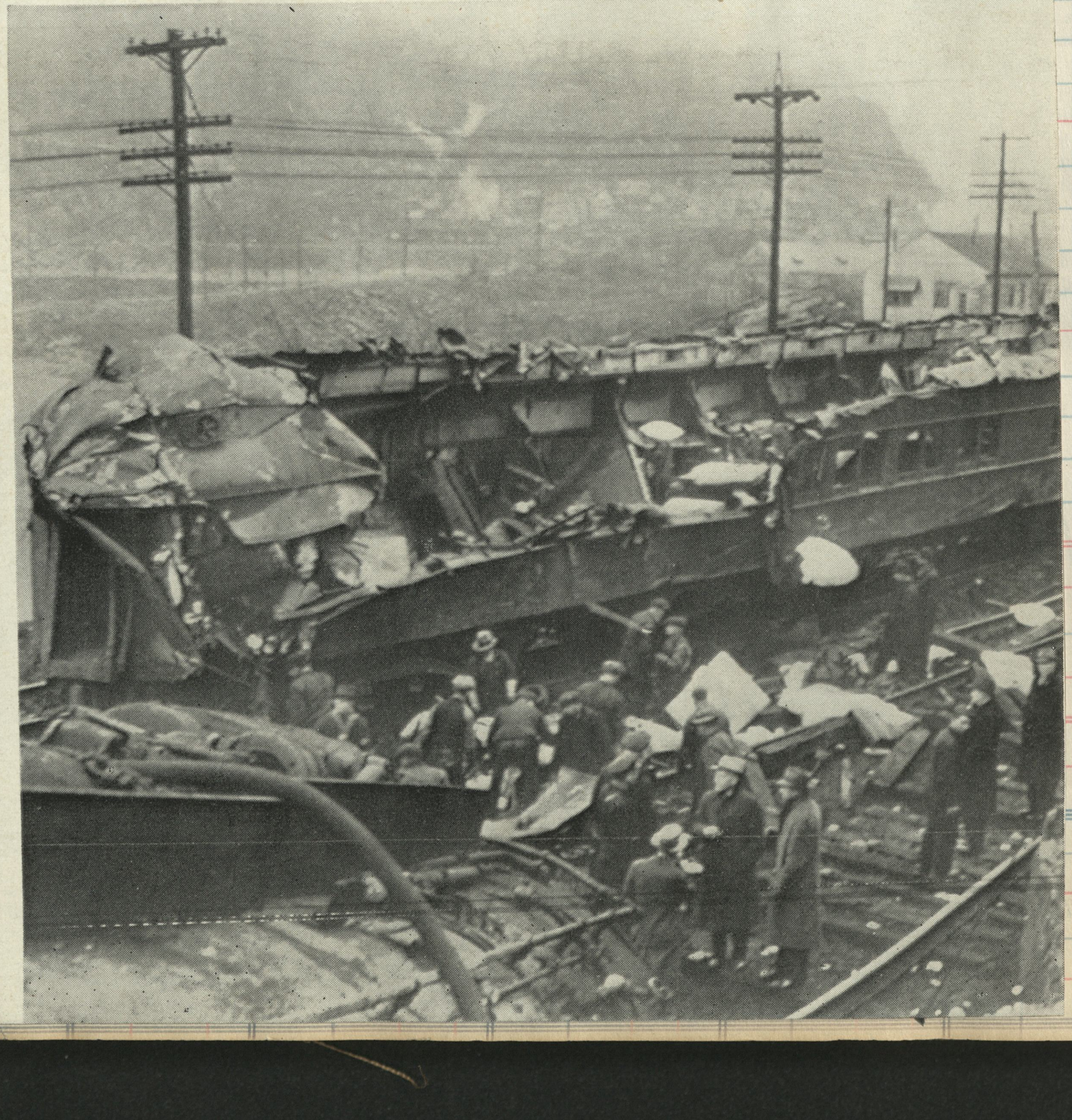


TRAIN HURTLED ALONG TRACK AT BOTTOM LEFT, JUMPED TWO OTHER TRACKS, PILED UP AGAINST ROCK. THE LOCOMOTIVE IS BURIED BENEATH FIRST TWO PULLMANS

ENGINEER JESSE EARL DIED AFTER RESCUE FROM CAB



FEW CAME ALIVE OUT OF THIS TORN STEEL SLEEPER, SEEN NEAR WRECKING TRAIN IN PICTURE AT TOP



TICK

Clos. No.

Sold

Amount

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-4

THE New York Central's "Lake Shore Limited", bound from New York to Chicago, left the rails on a severe curve at Little Falls, N. Y., at approximately 11:30 p. m., Friday, April 19, causing the death of 30 persons, of which 5 were members of the crew, 7 non-revenue passengers and 18 revenue passengers. About 40 persons sustained injuries sufficiently serious to warrant hospital detention.

The accident occurred as the Limited was passing around a six-degree bend known as Gulf curve, the most severe curve on the Central's main line, located about one-quarter mile east of Little Falls station on the Mohawk division, 73.5 miles west of Albany, N. Y. The main line at this point runs generally east and west and is four-tracked, the southerly pair of which are used by passenger trains and the remaining two by freight trains.

At the point of the accident, the right-of-way is flanked on the south by the sloping bank of the Mohawk river. The north, or outside of the curve, is paralleled by a complicated combination of highway and heavy stone masonry wall and natural rock wall cut. As may be seen in the accompanying diagram and aerial photograph, the Dolgeville branch parallels the main line on a high level embankment, while old State highway route 5 underpasses the latter, runs for a short distance between the two railroad lines and then passes under the main tracks. This paralleling wall formed a catch-all obstruction into which the locomotive and cars plunged as they left the rails. Moreover, the curious angle of the highway underpass presented a flat rock wall surface directly in the oblique path which the derailed equipment took. To the tremendous impact which resulted, is probably due the high degree of destruction to rolling stock and injury to occupants.

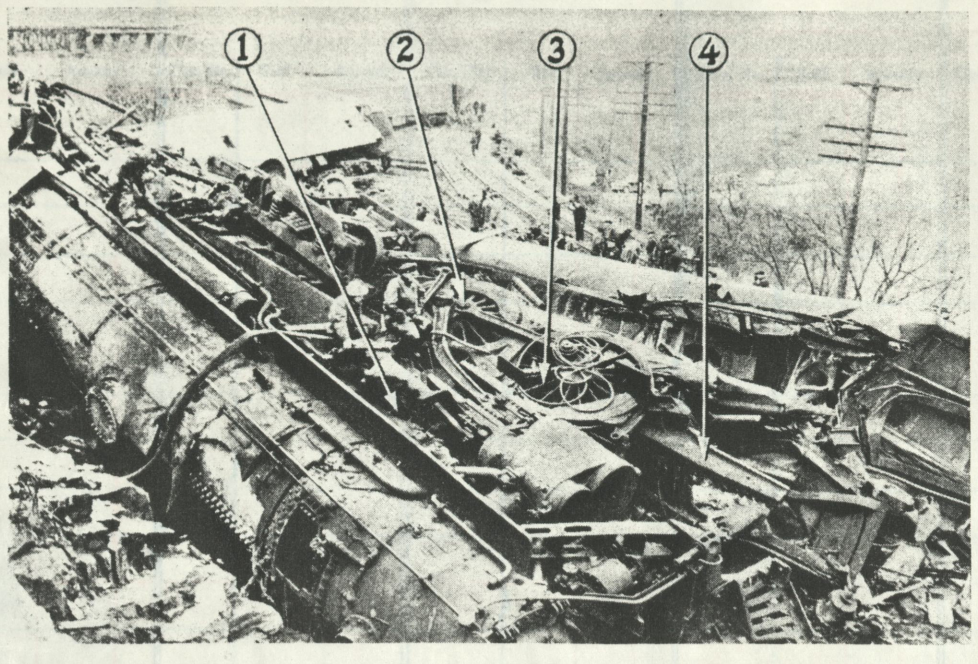
The "Lake Shore", listed as train No. 19, consisted of locomotive No. 5315, a J-1-C "Hudson"-type, built in 1931, and 15 cars coupled in the following order from the tender: 2 baggage-express cars; 2 coaches; 4 Pullmans; 1 diner; 4 Pullmans; and 2 coaches. All equipment was of standard construction with respect to weight and material. According to the conductor's count, a total of 114 coach passengers and 94 Pullman passengers were aboard.

Train No. 19 was proceeding west on track No. 1, when at a point near the west end of the curve, the locomotive, for a reason not yet ascertained, careened from its path across the two freight tracks and crashed into the rock wall just beyond the highway underpass of the branch line; reared up and fell over against the slope of the cut with its pilot buried in the road-bed. By reason of the impact, the boiler either burst through the inertia of its water content or was punctured by projecting rocks. The tender was jammed under the highway underpass. The fireman was thrown onto the highway pavement and the engineman was pinned in the cab; both were killed. A road foreman of engines riding in the cab was still unconscious at time of writing.

By a strange freak of matter in motion, the first baggage-express car was ripped free of the locomotive and following car and rolled on about 200 ft. down track No. 1 and was halted by the automatic air-brake. The employee aboard escaped without a scratch. The following six cars, however, followed the path of deflection taken by the locomotive. The second baggage-express car was crushed almost beyond recognition between the locomotive, a coach and a Pullman. It was in these cars that the greatest toll of life was taken. A following coach and Pullman crushed head-on into a stone wall pocket formed by the walls of the underpass. Behind these a Pullman, a diner and two Pullmans, in order, double jack-knifed across the right-of-way, ripping up the rails and road-bed for about 240 ft. This cradle action broke the force of momentum and presumably accounts for the fact that most of the occupants of these cars escaped serious injury. The diner was unoccupied. The remaining four cars (two Pullmans and two coaches) remained intact on the rails.

The work of emergency relief crews was greatly hampered by a driving rain which turned to snow and deep slush and by debris and fallen wires which blocked the road and right-of-way. The injury to wires also handicapped the operating department through interruption of direct communications. Since the Little Falls hospital had 37 of its 68 beds already occupied, emergency cots were set up in spaces left free both in the hospital and in a nearby hotel and parish-house. Wreck crews were sent east out of Utica and west out of Albany and reached the scene at about 12:45 a. m. They worked continuously for 24 hr. until 1 a. m., Sunday, returned to Utica and St. Johnsville for rest and resumed work at 8 a. m.

During the greater part of Saturday morning, crews worked with acetylene torches searching for the dead and injured before they attempted to move the derailed equipment. After track crews had re-built track No. 3, the cranes worked at the wreckage from either end setting up the cars on trucks whence they were hauled west to the Little Falls team-yard.



Locomotive and Cars Jam Against the Rock Wall

The locomotive buried its nose and reared up against the side of the cut while the second baggage-express car and second Pullman ploughed into its under-side.

Some terrific force caused the engine frame to double under itself as the arrows indicate: (1) front pair of drivers; (2) main drivers; (3) rear drivers; and (4) back extension of frame. Trailing-trucks are missing.

Acme Photo

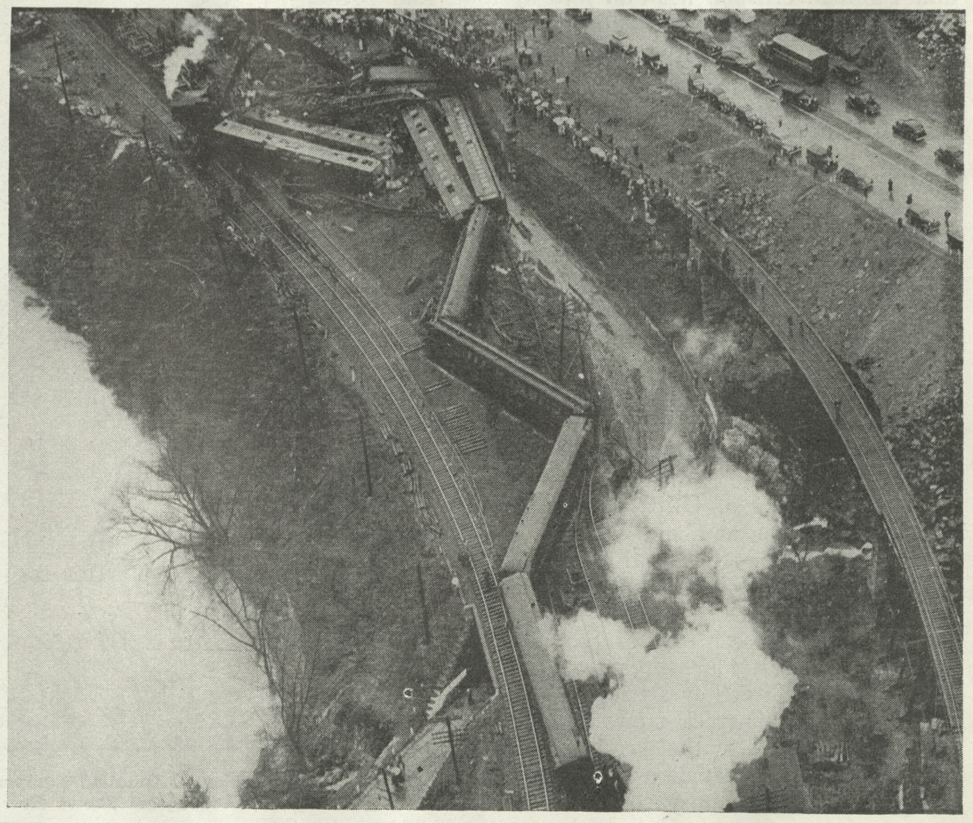
The official hearing opened in Albany on April 22 and the main facts of the first day's proceedings were made available to the press.

According to testimony of four surviving members of the train crew, including the conductor, the Lake Shore left Albany 21 minutes behind schedule and lost two additional minutes in the intervening distance to Gulf curve. It was reported that the continuous speed-indicator record installed on the locomotive (part of the valve-pilot mechanism) at no point showed a speed in excess of the 75 m.p.h. top limit of the Mohawk division. The last speed recorded was 59 m.p.h. The curve carries a 45 m.p.h. speed restriction.

Further testimony at the hearing brought out that a track-walker had inspected the curve a few hours before the wreck. A mechanical officer testified that the condition of the locomotive boiler showed clearly that the explosion was caused by the impact and did not precede it.

While the line was blocked, trains were diverted over the parallel two-track line of the West Shore on the opposite bank of the river between Schuyler junction (just east of Utica) and Rotterdam junction (west of Schenectady). Track No. 2 was opened at 12:45 a. m., Sunday, and train No. 36, the Genesee, was the first eastbound run to go through. Track No. 1 was opened by 2 a. m. and track No. 3 was opened for use by the cranes by early afternoon.

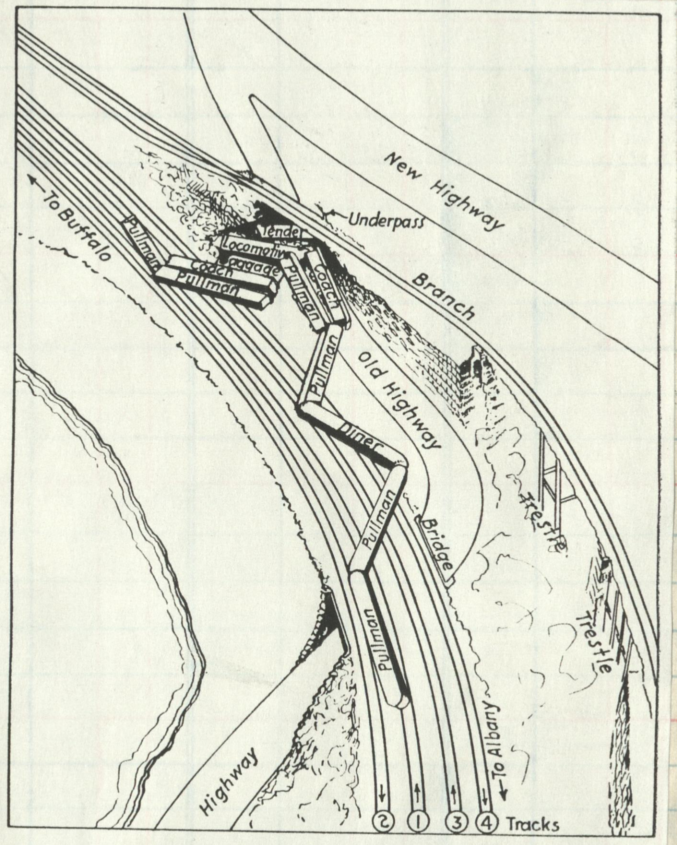
According to informed opinion, the cause of the wreck cannot be determined without thorough investigation.



Derailed Equipment Seen From the Air

Wreckers have already moved the first Pullman. The debris of the baggage-express car lies under and alongside the locomotive. One of its trucks can be seen directly under the crane boom.

N. Y. Daily News Photo



Position of Derailed Equipment Immediately Following Accident—Diagram Shows How Embankment Served as a Trap

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Ry Age June 22, 1940

Speed Found Cause of Derailment at Little Falls

THE combination of excessive speed on a sharp curve and quick run-in of slack resulting from the sudden closing of the throttle was found to be the cause of the derailment of the New York Central's "Lake Shore Limited" at Little Falls, N. Y., on April 19, by the I. C. C.'s Bureau of Safety in its report issued last week by S. N. Mills, director. The Public Service Commission of the state of New York, which carried through a separate investigation of the derailment, concurred in placing blame on excessive speed in a report made public on June 14, but, in addition, placed emphasis on the idea that the engineman suffered from mental confusion at the time of the accident, due possibly to his advanced age.

The reports cover the derailment of New York Central train No. 19 westbound from New York to Chicago on a 7-degree, 24-min. curve on the Mohawk division known as Gulf curve, causing the death of 26 passengers, 3 porters and the fireman and engineman; and the injury of 47 passengers and 4 employees; which was reported in an illustrated article appearing in the *Railway Age* of April 27, page 741. The state Commission estimates the damage to equipment at $208,595.

The I. C. C. report finds no evidence of defective or dragging equipment or of any obstruction on the track which might have figured in the derailment and points out that the track structure was in excellent shape, with gage and superelevation properly maintained. It also finds no indication of any defect in equipment and air brakes existing prior to the accident.

Dismissing these factors as possibilities, the report attributes the cause of the accident to failure of the engineman to reduce speed sufficiently and the run-in of slack due to sudden closure of the throttle. It points out that the maximum authorized speed on Gulf curve was 45 m.p.h. and that two signals located about 9,000 and 3,000 ft. east of the point, respectively, display restrictive indications requiring forestalling of the train control apparatus. "It was the practice for the enginemen to make a brake-pipe reduction about 3,000 ft. east of the point of accident, sufficient to reduce the speed to about 45 m.p.h. before the engine reached the curve, and to release the brakes just before entering the curve; according to instructions, the throttle was left open so that the train would enter and round the curve smoothly."

According to the evidence, train No. 19 was going about 59 m.p.h.—11 m.p.h. in excess of maximum safe speed and about 19 m.p.h. less than overturning speed —on the curve when the locomotive derailed and overturned to the outside of the curve; derailment marks indicate that the engine started to overturn prior to being derailed. "The investigation disclosed that the train separated at the rear end of the tender; also, each of the first six cars was completely separated at both couplings, two of these cars remaining upright and four being overturned; the seventh to tenth cars, inclusive, were not completely separated but stopped in various positions and at various angles to the track. Many of the couplers on the first ten cars were pulled out, broken or otherwise badly damaged. The front truck of the eleventh car was derailed, but the rear truck of this car and the last four cars remained on the track and the couplers were not damaged. None of the cars was telescoped; the greater part of the damage was in the superstructures of the cars which became separated as a result of the derailment." The report added the opinion that "had the cars remained in alinement it is probable there would have been less damage to the equipment."

Most important witness in the investigation was Road Foreman of Engines Bayreuther who was riding the locomotive at the time of accident and recovered in sufficient time to present testimony covering the actions of Engineman Earl, who was killed. He testified that the latter forestalled at both restrictive signals approaching the curve but after passing the second signal did not make a sufficiently heavy brake application for the speed of the train and distance to the curve. The road foreman crossed to the right side of the cab and noticed a reduction of only 11 or 12 lb. indicated by the gage and that the speed recorder of the valve-pilot mechanism indicated a speed of 61 m.p.h. He warned the engineman and instructed him to make a further brake-pipe reduction. "The engineman did not answer but closed the throttle suddenly just as the engine entered the critical point of the curve; he did not seem to be ill, but rather in despair and mumbled something as though he realized something was wrong. The engine did not seem to bear heavily against the high rail; however, after the throttle was closed he thought the rear end of the engine started to leave the rail first and there was a jack-knife action at the connection between the engine and tender as though some added force caused the engine to become derailed and overturn."

The report also comments on the factor of run-in of slack in part as follows: "Apparently another condition combined with the speed of 59 m.p.h. was necessary to cause the derailment. When the engineman closed the throttle suddenly, the engine undoubtedly set up a considerable retarding action, and there was a surge or heavy run-in of slack following the closing of the throttle. The sudden force would be dissipated in a tangential line, which would be to the outside of the curve. The tendency of the spring-borne load of a moving vehicle, when speed is being rapidly retarded, is to incline forward and downward; this action results in weight being shifted from the rear end to the front end, and it is probable that this action occurred immediately after the engineman closed the throttle. Because of the excessive speed, there was a shifting of weight from the low rail to the high rail, resulting in about 75 per cent of the weight of the engine being carried on the high rail. From the foregoing, it appears that a sudden run-in of the train combined with the excessive speed was sufficient to overturn the engine or to lift the wheels of the rear end of the engine over the outside rail without marking it."

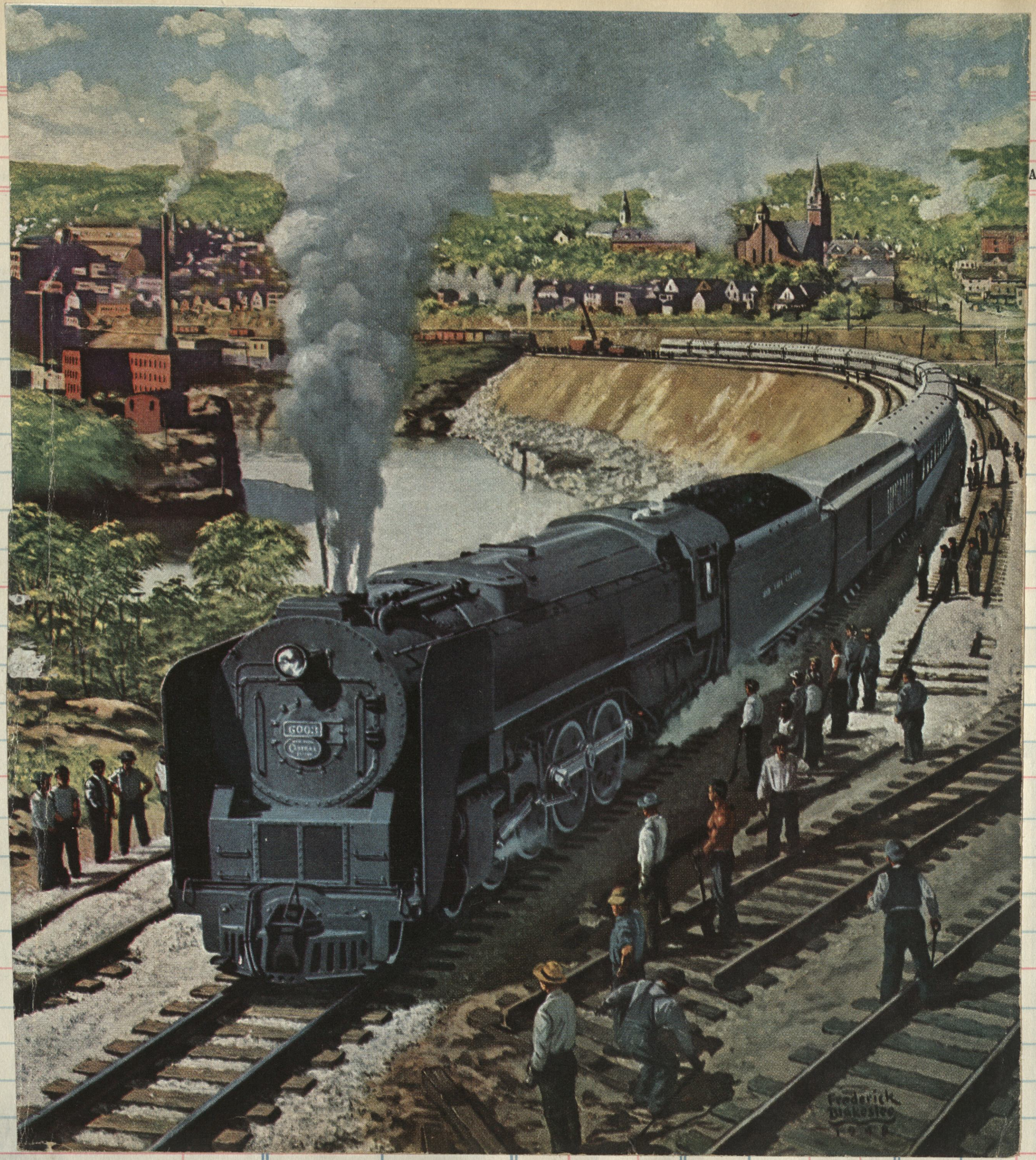
The Public Service Commission Report

The Public Service Commission report, submitted by M. C. Cleveland, chief engineer, finds "no evidence that this accident was caused by anything but excessive speed." It observes that the engineman was well qualified, had a good service record and had observed the speed restriction on previous trips and forestalled at the two signals east of the curve, but that "for some unknown reason" he released the brakes when the speed was reduced to 59 m.p.h. and did not apply them again. The report raises the question: "Mr. Earl was one month under 67 years of age and the question arises as to whether or not advanced age might have been the cause of a mental lapse for a few moments and that his agitation or confusion reported by Mr. Bayreuther was due to the fact that he knew that he had not decreased the speed enough and not wanting to apply the brakes on the curve was at a loss to know just what to do."

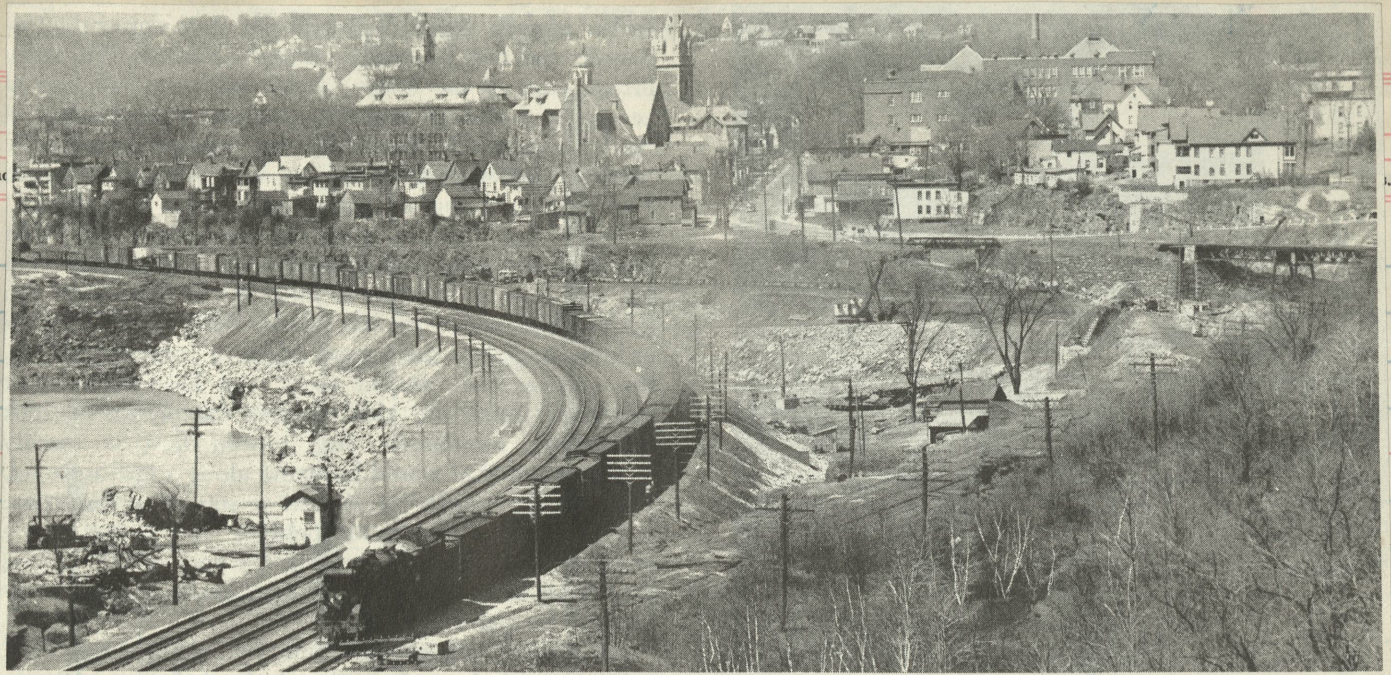
Mr. Cleveland recommended that "the company consider the matter of using only enginemen on fast trains who are under 60 years of age, and furnish the Commission as soon as practicable a full statement outlining the company's attitude with regard to such a policy and what, if any, objections there are to such a rule." He also ruled that "public safety requires that the speed restriction on Gulf curve be reduced to 40 m.p.h." The report devotes a number of pages to a consideration of the possibilities of reducing the curvature at Gulf curve and also to the question of transferring high-speed operations to the paralleling West Shore, but finds that both are ruled out by prohibitive costs.

SELLER
DATE
FORM

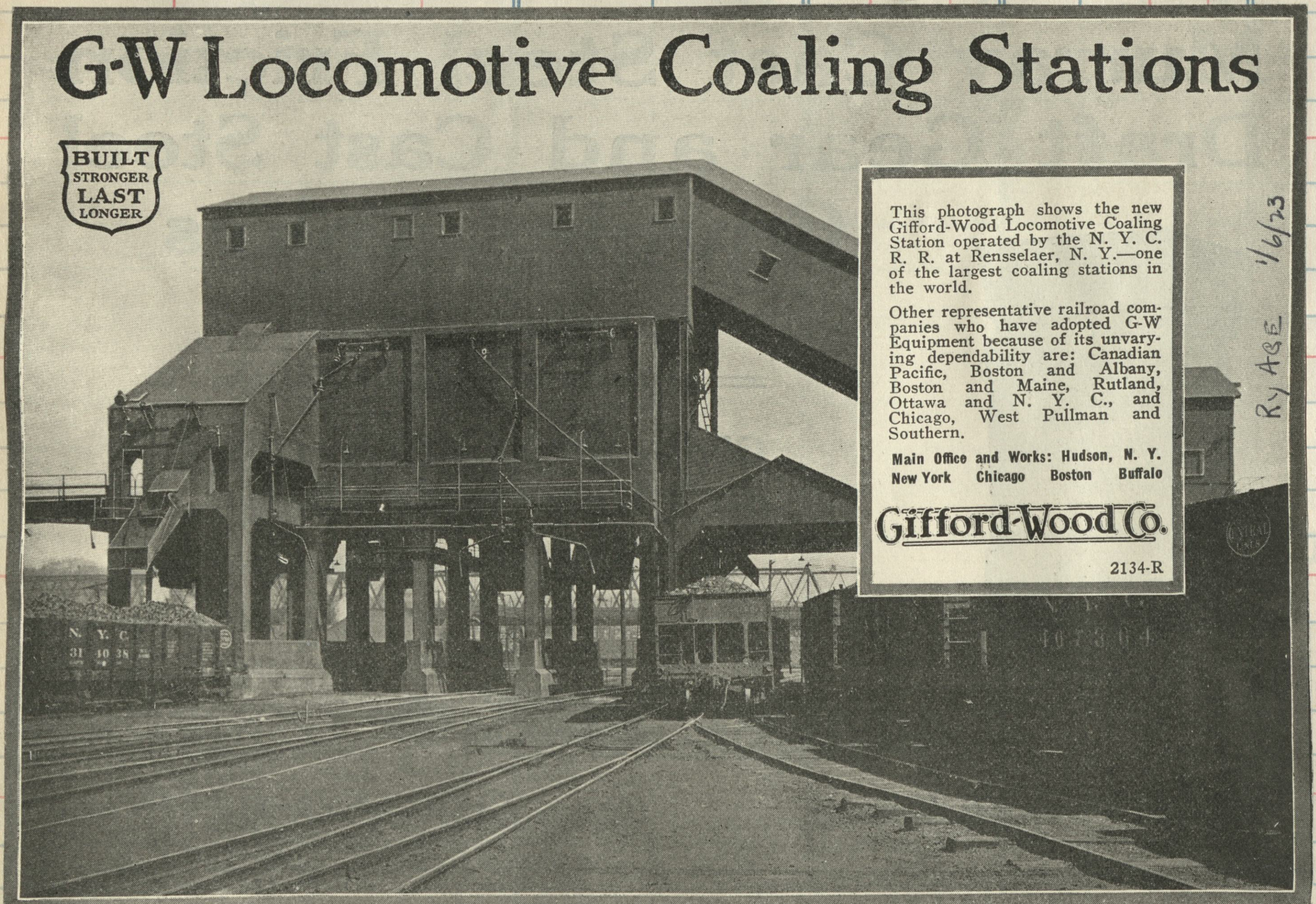
Sold
Amount



July 1947



The realignment of Gulf Curve at Little Falls. Old embankment can be noted on the right and site of derailment was at left end of bridge in center of photo.



G-W Locomotive Coaling Stations

BUILT STRONGER LAST LONGER

This photograph shows the new Gifford-Wood Locomotive Coaling Station operated by the N. Y. C. R. R. at Rensselaer, N. Y.—one of the largest coaling stations in the world.

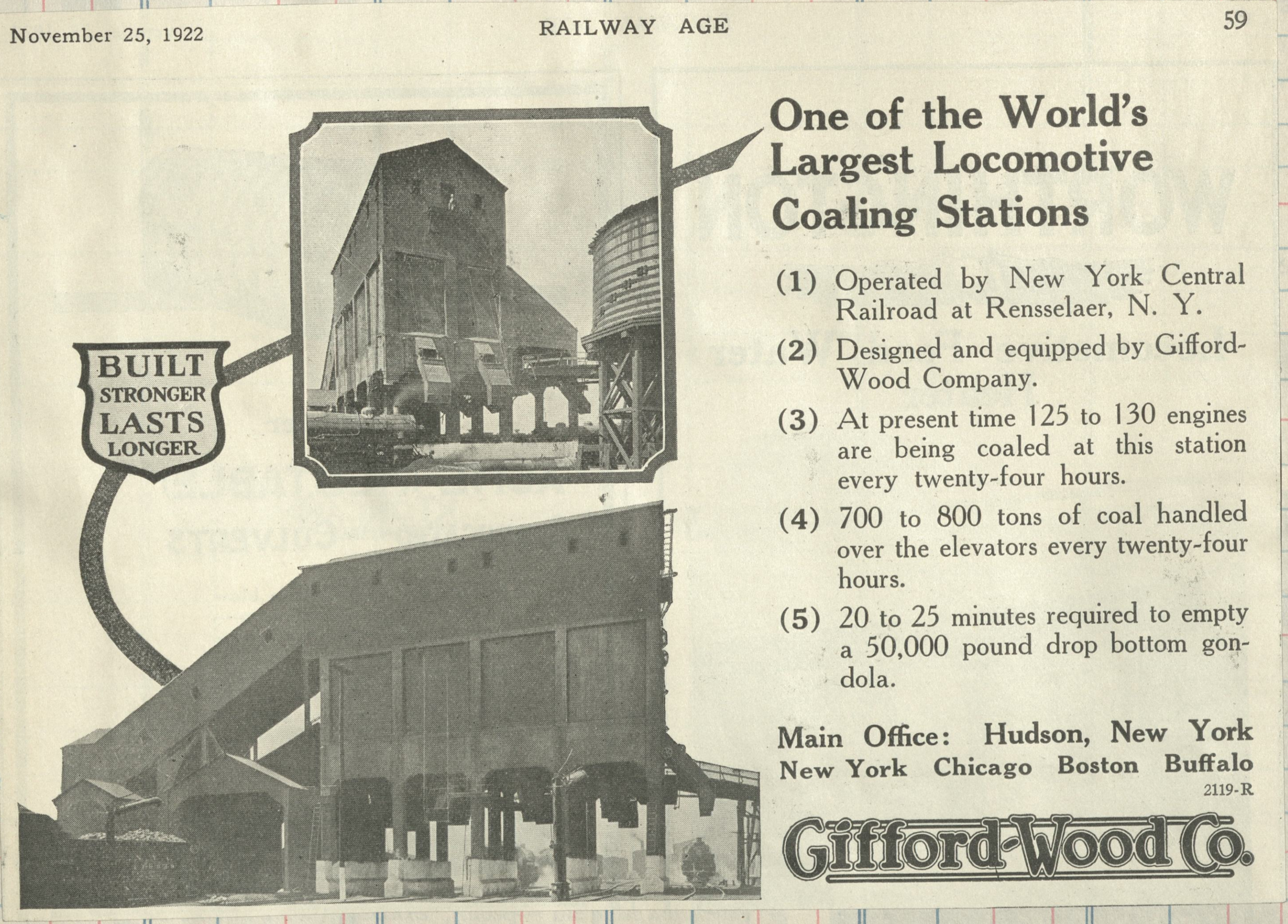
Other representative railroad companies who have adopted G-W Equipment because of its unvarying dependability are: Canadian Pacific, Boston and Albany, Boston and Maine, Rutland, Ottawa and N. Y. C., and Chicago, West Pullman and Southern.

Main Office and Works: Hudson, N. Y.
New York Chicago Boston Buffalo

Gifford-Wood Co.

2134-R

Ry AGE 1/6/23



November 25, 1922 RAILWAY AGE 59

One of the World's Largest Locomotive Coaling Stations

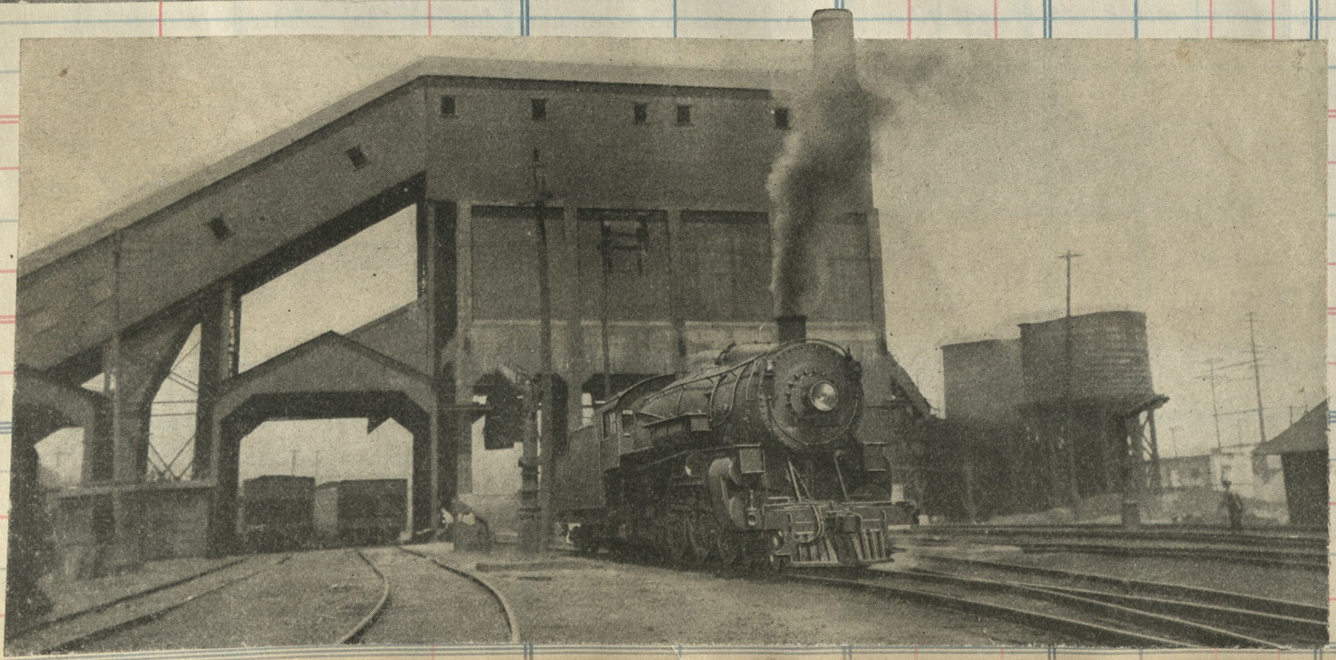
BUILT STRONGER LASTS LONGER

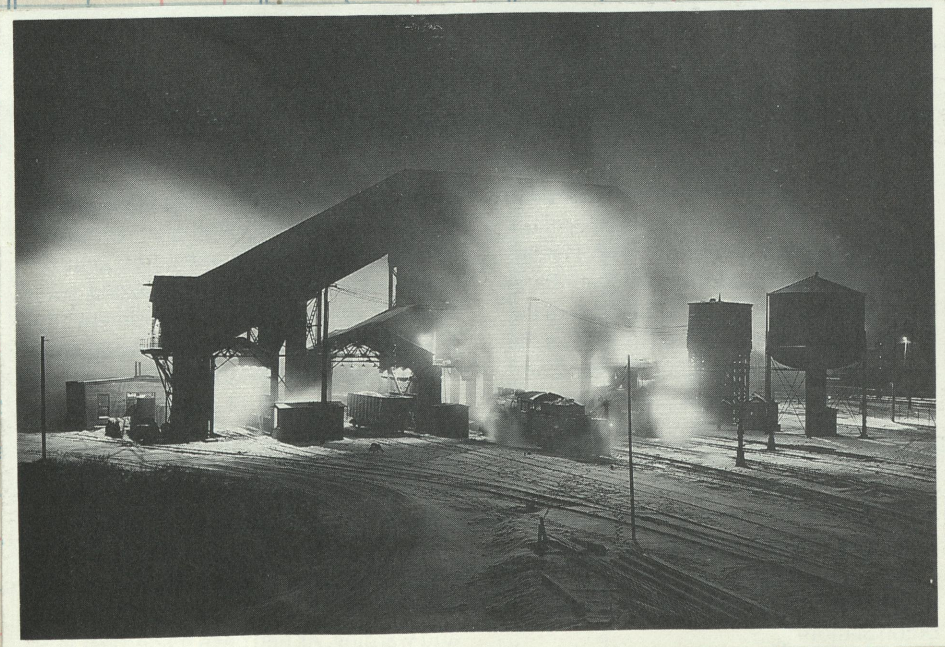
(1) Operated by New York Central Railroad at Rensselaer, N. Y.
(2) Designed and equipped by Gifford-Wood Company.
(3) At present time 125 to 130 engines are being coaled at this station every twenty-four hours.
(4) 700 to 800 tons of coal handled over the elevators every twenty-four hours.
(5) 20 to 25 minutes required to empty a 50,000 pound drop bottom gondola.

Main Office: Hudson, New York
New York Chicago Boston Buffalo

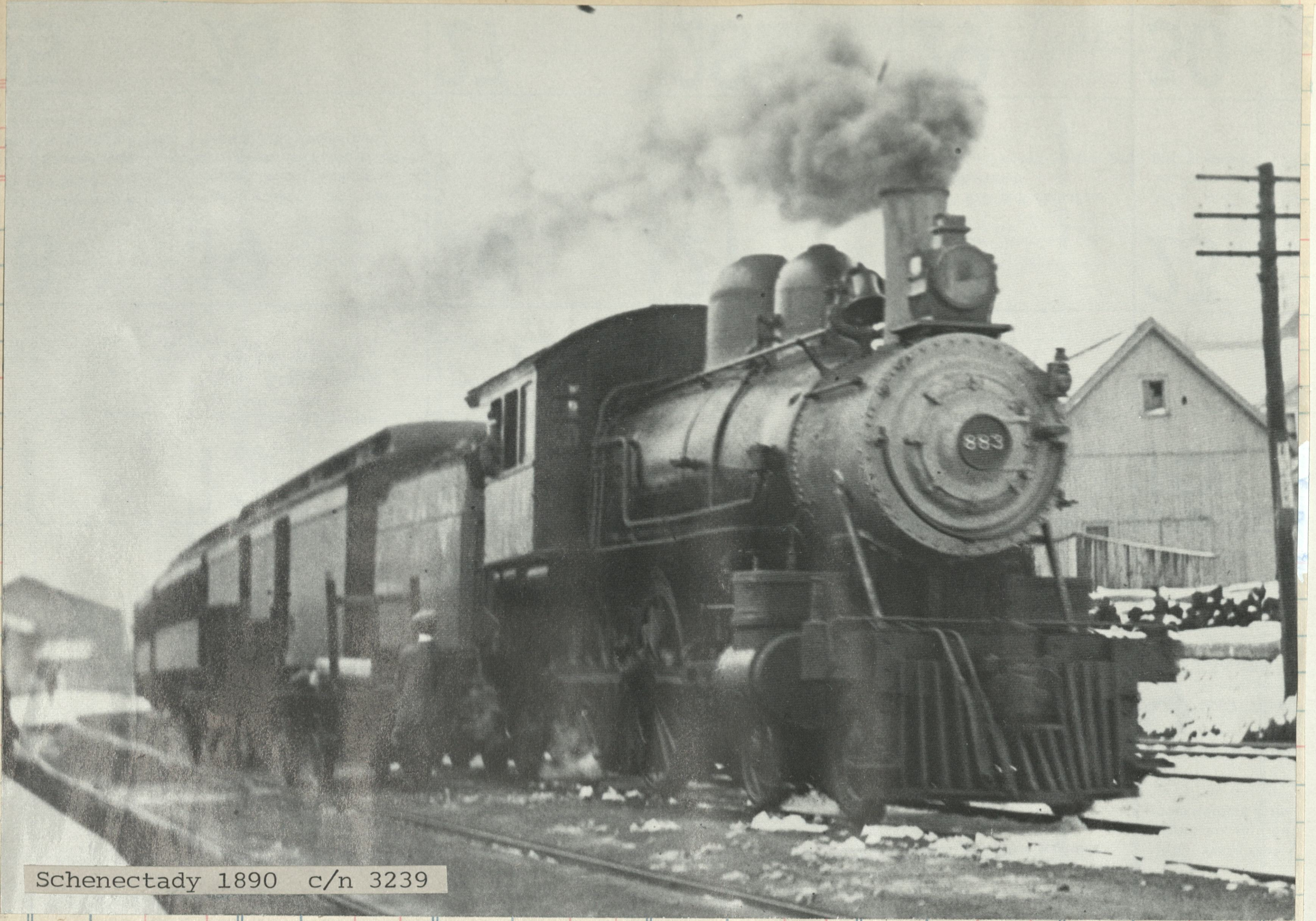
2119-R

Gifford-Wood Co.



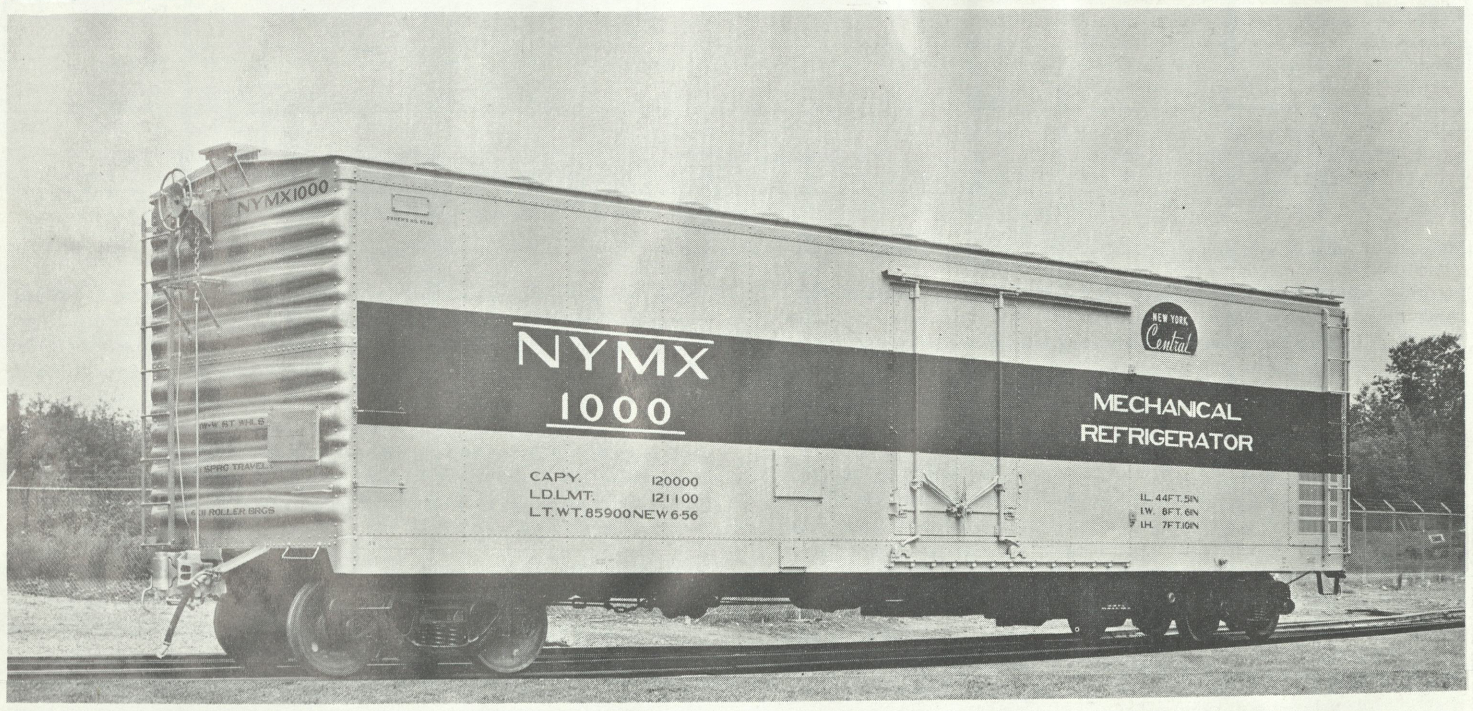


RICHARD BARRETT

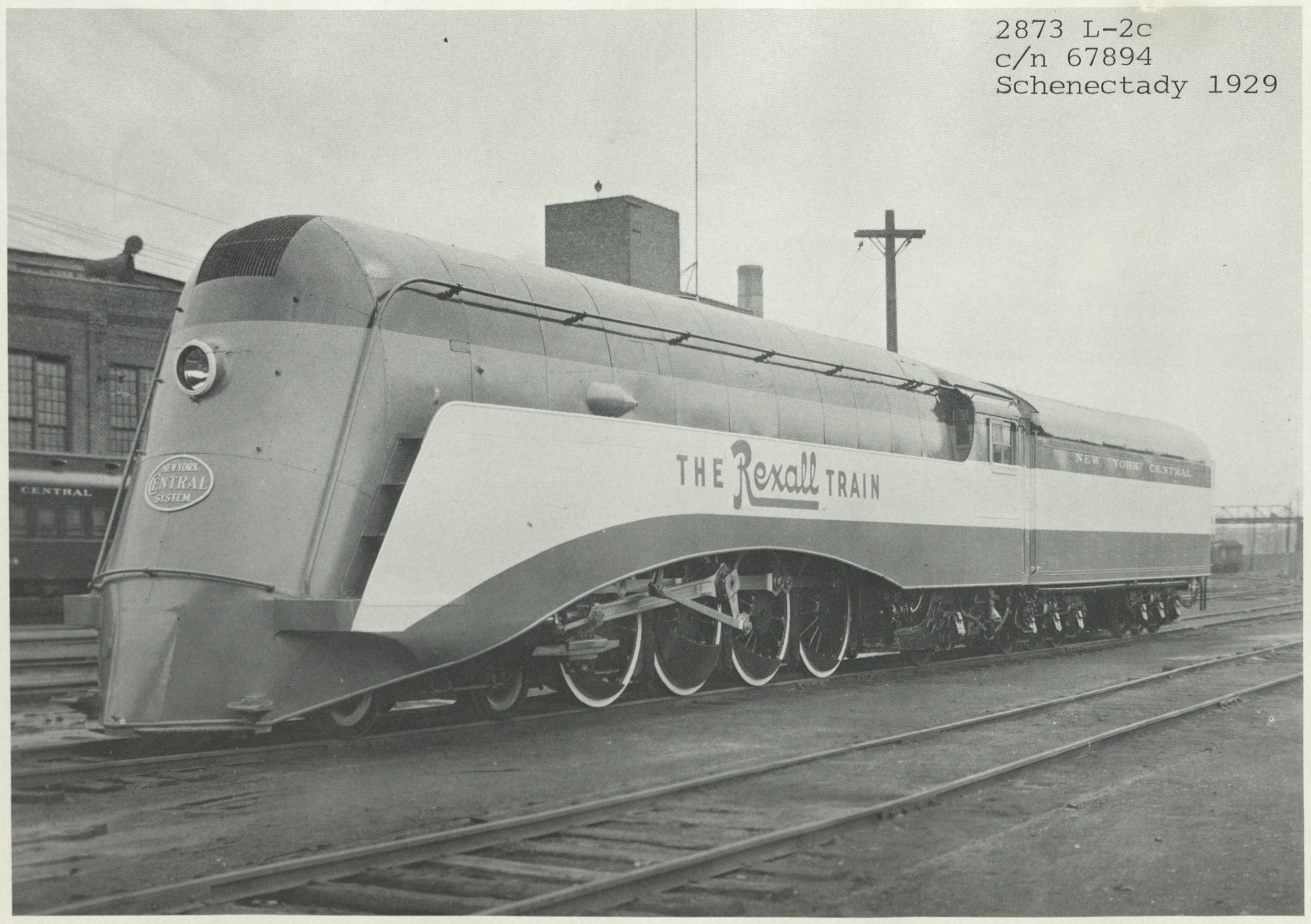


Schenectady 1890 c/n 3239

Train time at Clifton Springs (NY) on the Auburn Road--1912

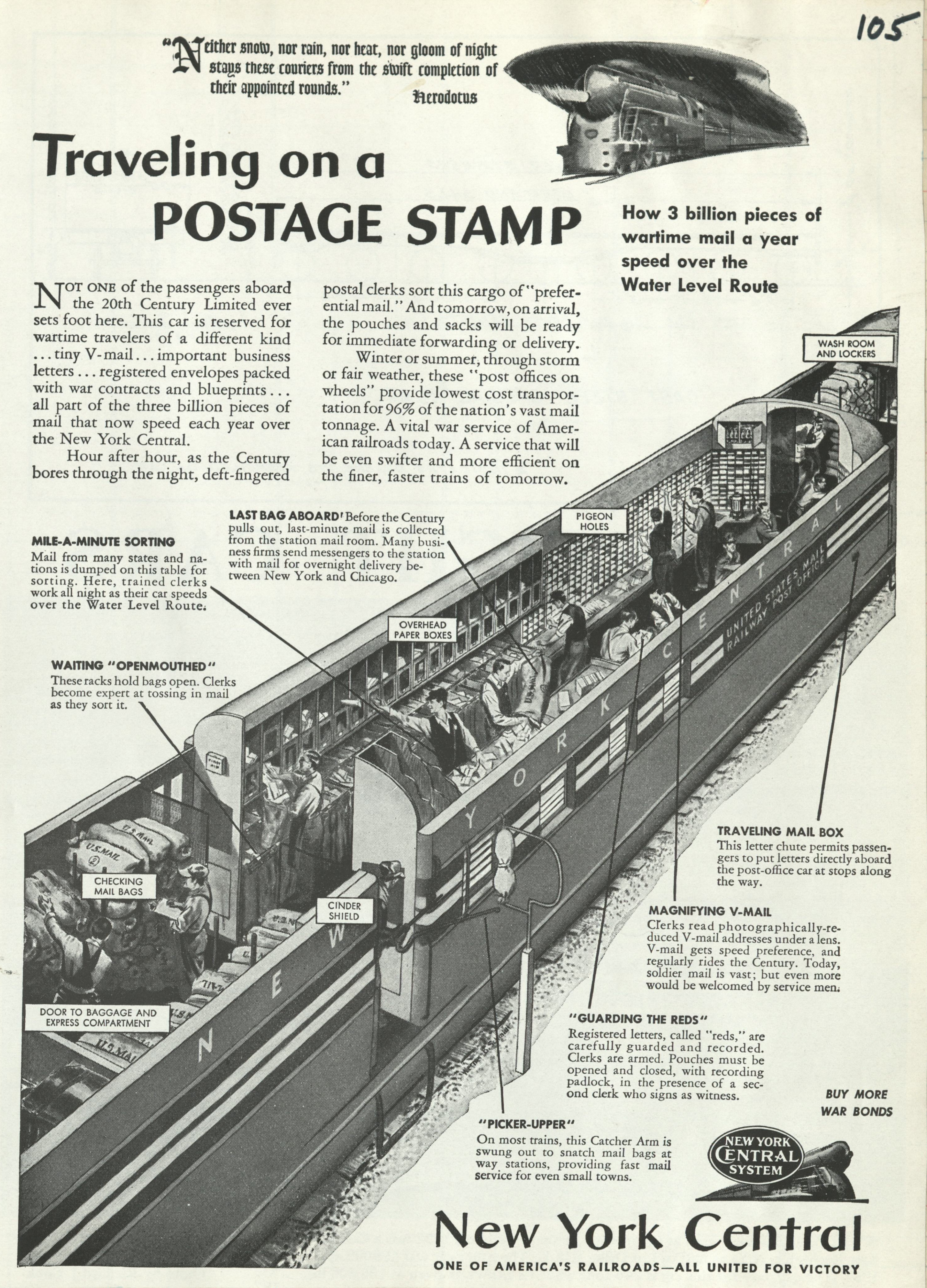

NYMX1000
NYMX
1000
NEW YORK Central
MECHANICAL
REFRIGERATOR
CAPY. 120000
LD.LMT. 121100
LT.WT. 85900 NEW 6-56

Merchants Despatch Transportation Co. —— NYMX 1000, Mechanical Refrigerator, 45" x 30" oval. Yellow sides with dark blue band. Dark blue upper portion of herald. Light blue lower portion.


THE Rexall TRAIN
NEW YORK CENTRAL SYSTEM
NEW YORK CENTRAL

2873 L-2c
c/n 67894
Schenectady 1929

The "Rexall Mohawk" after streamlining at West Albany Shop in 1936.


WASH ROOM AND LOCKERS
PIGEON HOLES
OVERHEAD PAPER BOXES
CHECKING MAIL BAGS
CINDER SHIELD
DOOR TO BAGGAGE AND EXPRESS COMPARTMENT
NEW YORK CENTRAL
UNITED STATES MAIL RAILWAY POST OFFICE
U.S. MAIL

> "Neither snow, nor rain, nor heat, nor gloom of night stays these couriers from the swift completion of their appointed rounds."
>
> Herodotus

Traveling on a POSTAGE STAMP

How 3 billion pieces of wartime mail a year speed over the Water Level Route

NOT ONE of the passengers aboard the 20th Century Limited ever sets foot here. This car is reserved for wartime travelers of a different kind . . . tiny V-mail . . . important business letters . . . registered envelopes packed with war contracts and blueprints . . . all part of the three billion pieces of mail that now speed each year over the New York Central.

Hour after hour, as the Century bores through the night, deft-fingered postal clerks sort this cargo of "preferential mail." And tomorrow, on arrival, the pouches and sacks will be ready for immediate forwarding or delivery.

Winter or summer, through storm or fair weather, these "post offices on wheels" provide lowest cost transportation for 96% of the nation's vast mail tonnage. A vital war service of American railroads today. A service that will be even swifter and more efficient on the finer, faster trains of tomorrow.

LAST BAG ABOARD! Before the Century pulls out, last-minute mail is collected from the station mail room. Many business firms send messengers to the station with mail for overnight delivery between New York and Chicago.

MILE-A-MINUTE SORTING
Mail from many states and nations is dumped on this table for sorting. Here, trained clerks work all night as their car speeds over the Water Level Route.

WAITING "OPENMOUTHED"
These racks hold bags open. Clerks become expert at tossing in mail as they sort it.

TRAVELING MAIL BOX
This letter chute permits passengers to put letters directly aboard the post-office car at stops along the way.

MAGNIFYING V-MAIL
Clerks read photographically-reduced V-mail addresses under a lens. V-mail gets speed preference, and regularly rides the Century. Today, soldier mail is vast; but even more would be welcomed by service men.

"GUARDING THE REDS"
Registered letters, called "reds," are carefully guarded and recorded. Clerks are armed. Pouches must be opened and closed, with recording padlock, in the presence of a second clerk who signs as witness.

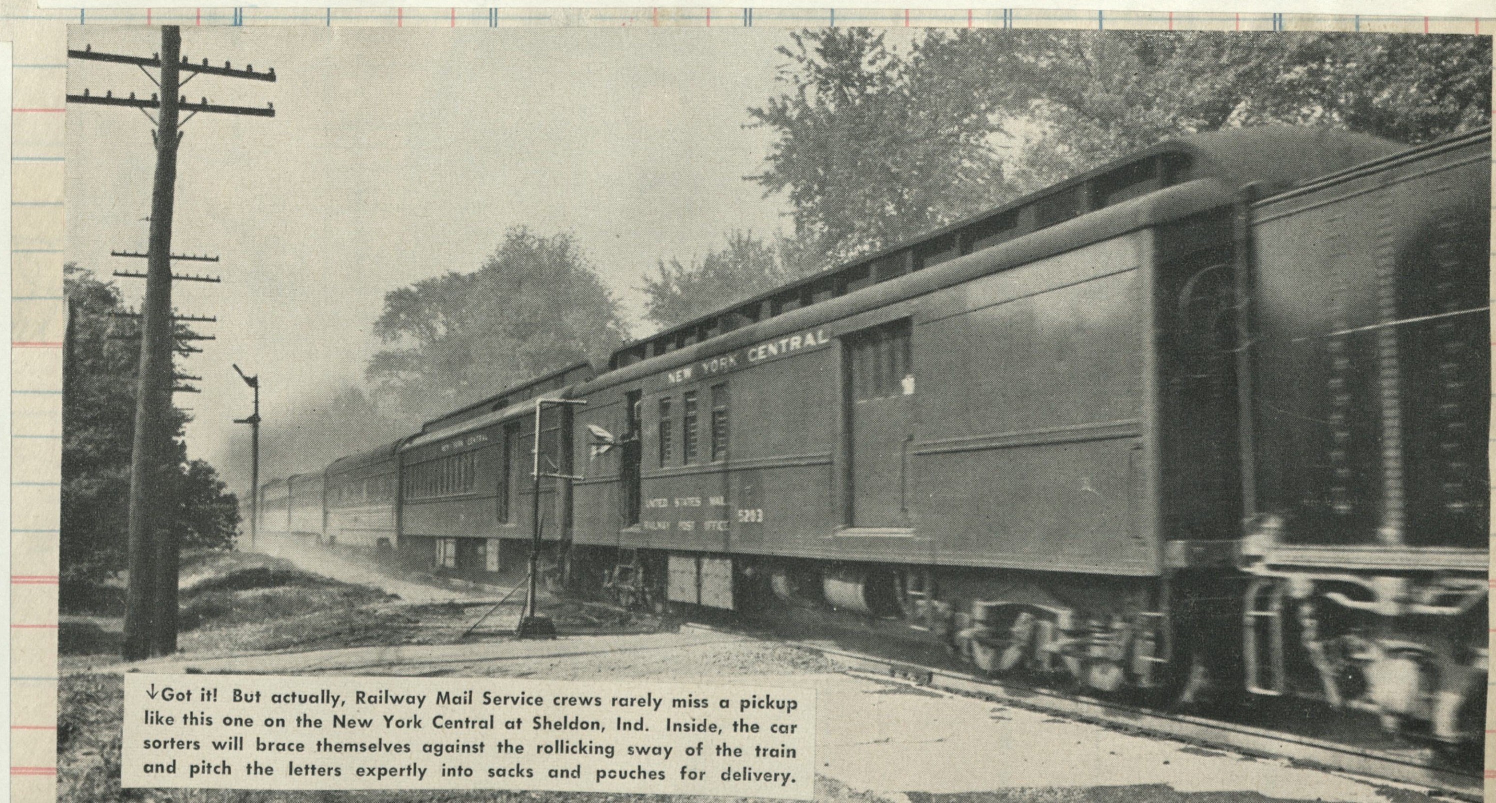
"PICKER-UPPER"
On most trains, this Catcher Arm is swung out to snatch mail bags at way stations, providing fast mail service for even small towns.

BUY MORE WAR BONDS

NEW YORK CENTRAL SYSTEM

New York Central

ONE OF AMERICA'S RAILROADS—ALL UNITED FOR VICTORY

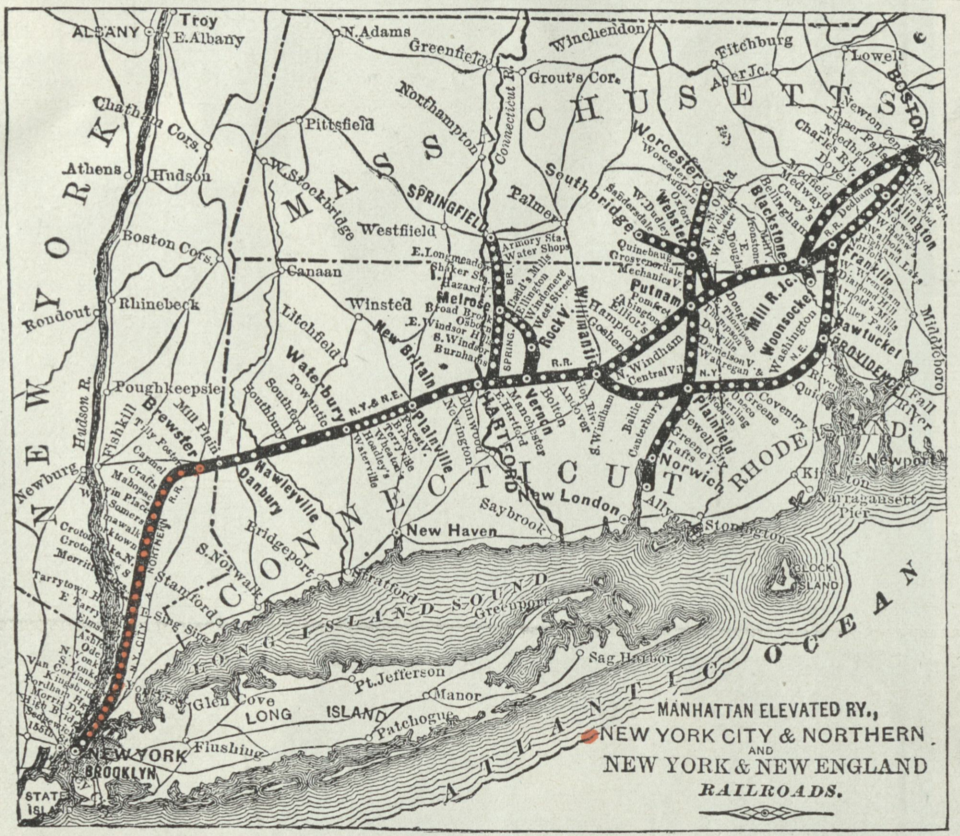

NEW YORK CENTRAL
UNITED STATES MAIL
RAILWAY POST OFFICE
5283

↓Got it! But actually, Railway Mail Service crews rarely miss a pickup like this one on the New York Central at Sheldon, Ind. Inside, the car sorters will brace themselves against the rollicking sway of the train and pitch the letters expertly into sacks and pouches for delivery.

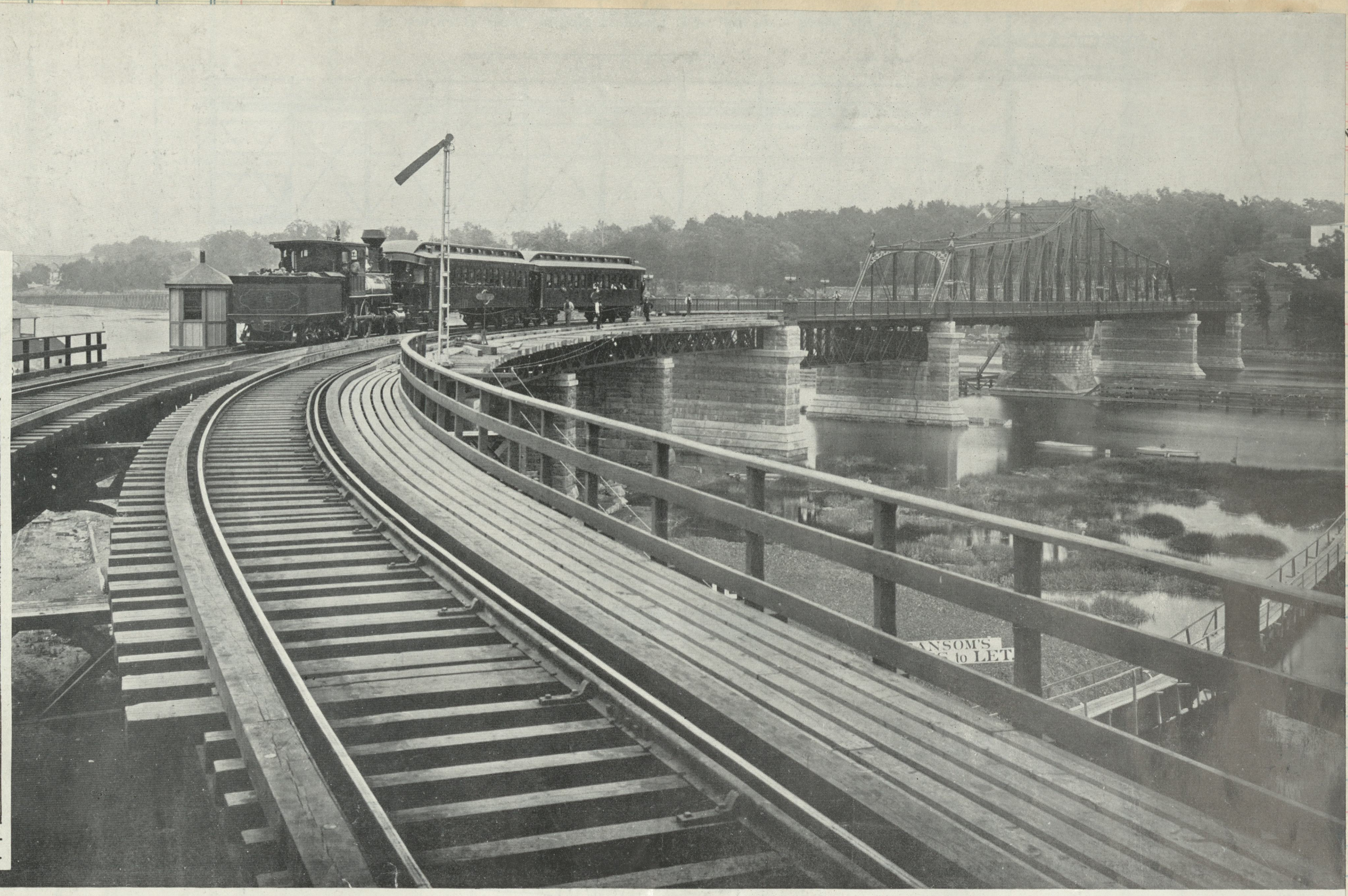
NEW YORK & NORTHERN

Putnam Division

No. Sold Amount

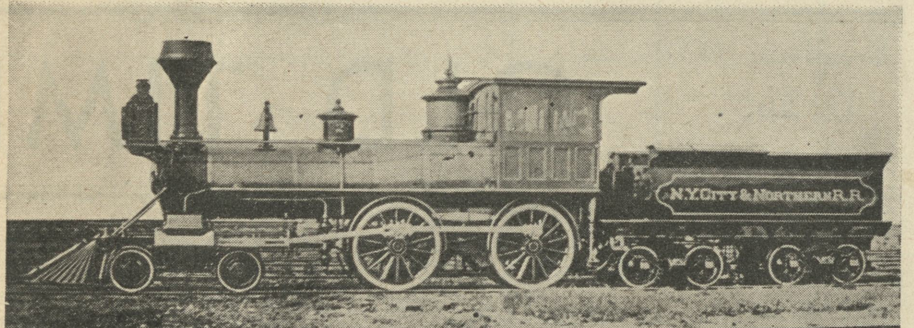

MANHATTAN ELEVATED RY.,
NEW YORK CITY & NORTHERN
AND
NEW YORK & NEW ENGLAND
RAILROADS.
NEW YORK
BROOKLYN
CONNECTICUT
MASSACHUSETTS
RHODE ISLAND
NEW YORK
LONG ISLAND SOUND
ATLANTIC OCEAN
Boston
Albany
Troy
Poughkeepsie
Newburgh
Brewster
New Haven
Hartford
Springfield
Worcester
Putnam
Providence
New London
Norwich
Danbury
Bridgeport

The New York City & Northern's listing in an 1884 "Official Guide" carried this map of the Manhattan Elevated Railway, the New York City & Northern, and the New York & New England.


HANSOM'S
to LET

Putnam Bridge

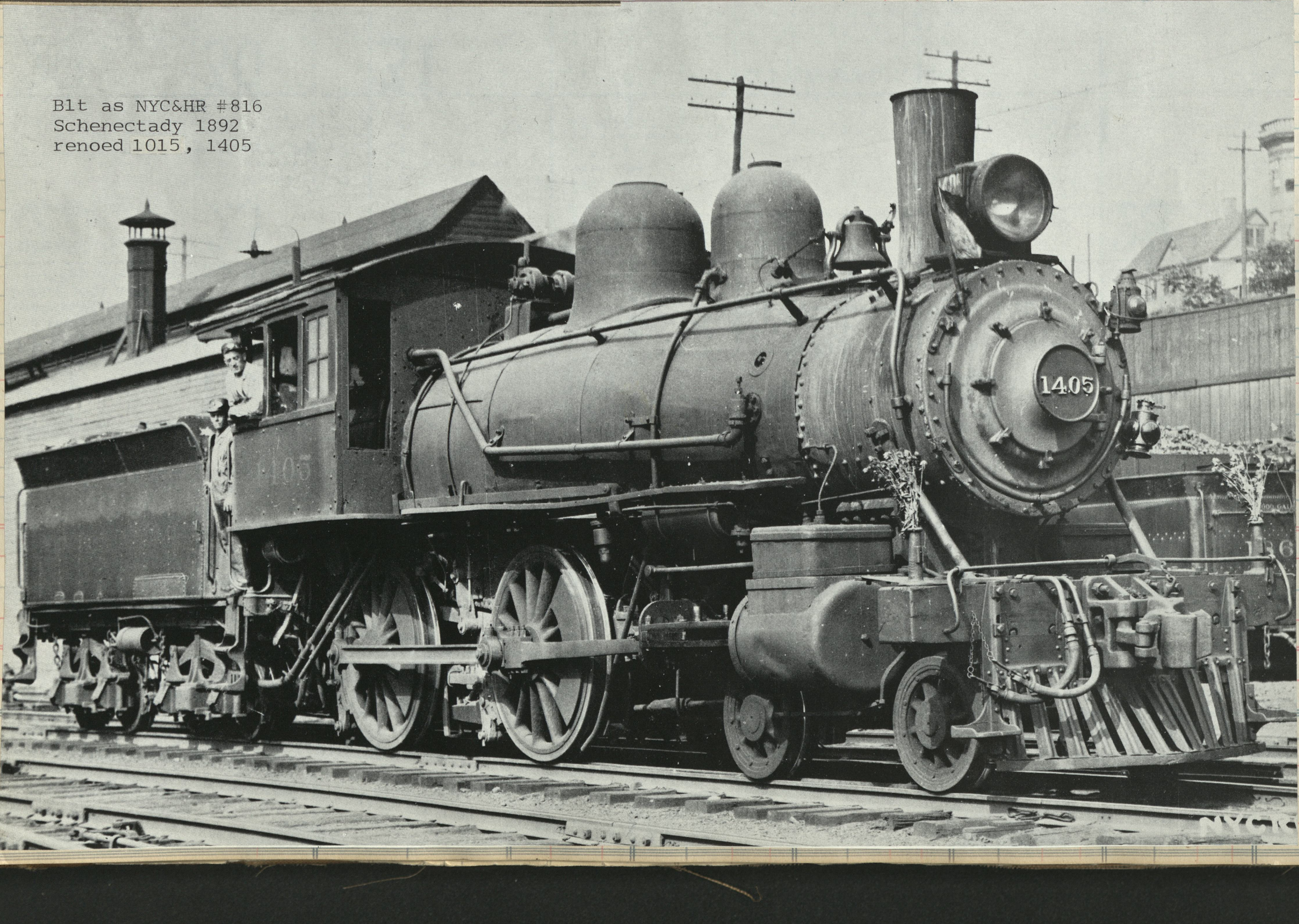
In 1881 the New York City & Northern, now NYC's Putnam Division, built an extension south from its High Bridge terminal to the 155th Street elevated station. This Putnam Bridge over Harlem River was the biggest part of the project, built as the West-side & Yonkers Ry.

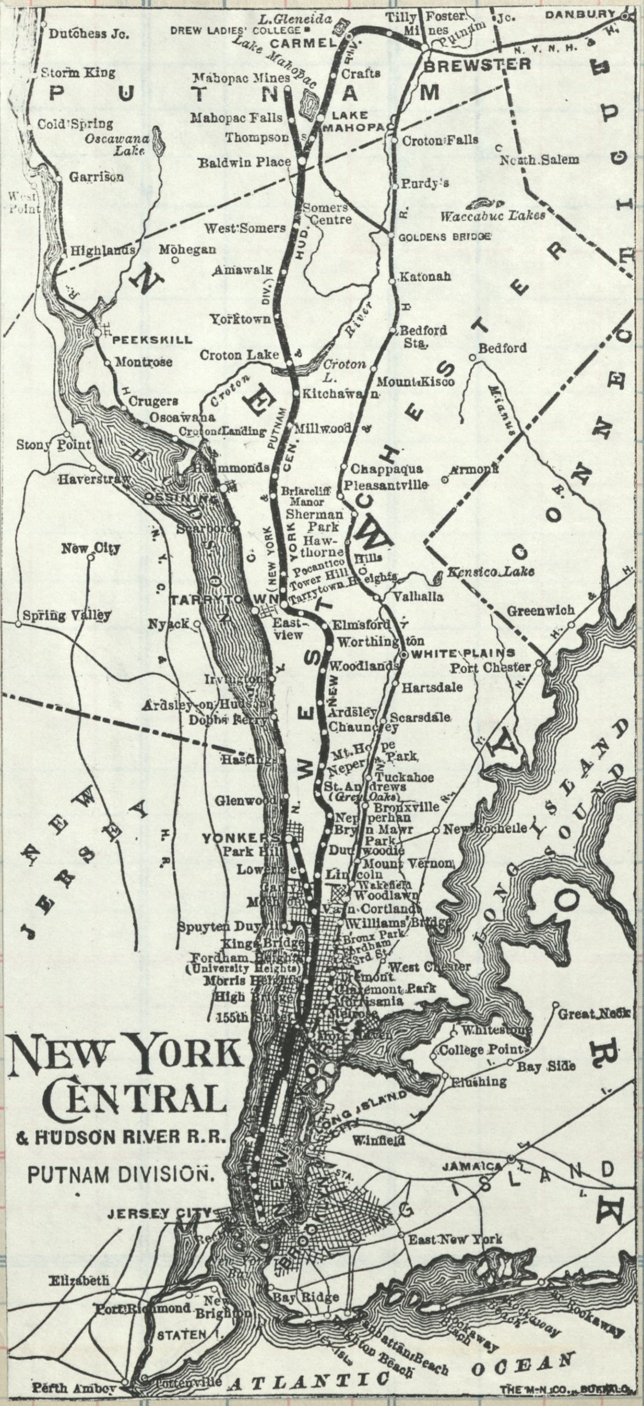

N.Y. CITY & NORTHERN R.R.

Geo. M. Sittig

NYC&N #2 c/n 361 Brooks 1879 renoed NYCHR 1112

Blt as NYC&HR #816
Schenectady 1892
renoed 1015, 1405


1405
1405
NYC


NEW YORK CENTRAL & HUDSON RIVER R.R.
PUTNAM DIVISION.
PUTNAM
WESTCHESTER
NEW JERSEY
CONNECTICUT
LONG ISLAND SOUND
ATLANTIC OCEAN
Brewster
Carmel
Lake Mahopac
Peekskill
Yorktown
Millwood
Briarcliff Manor
Tarrytown
Elmsford
White Plains
Yonkers
Van Cortlandt
High Bridge
155th St.
Jersey City
Jamaica
Danbury
Greenwich

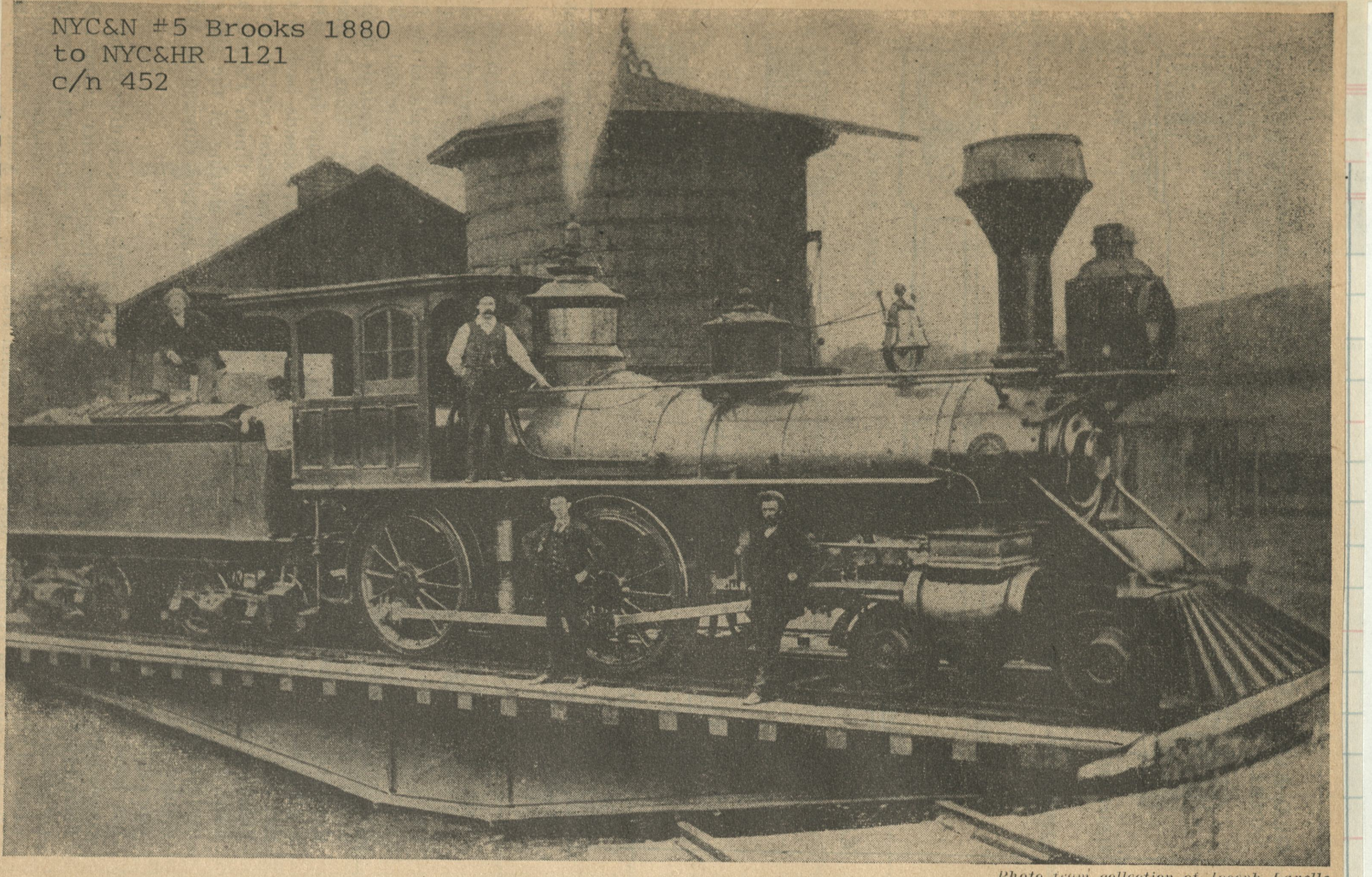
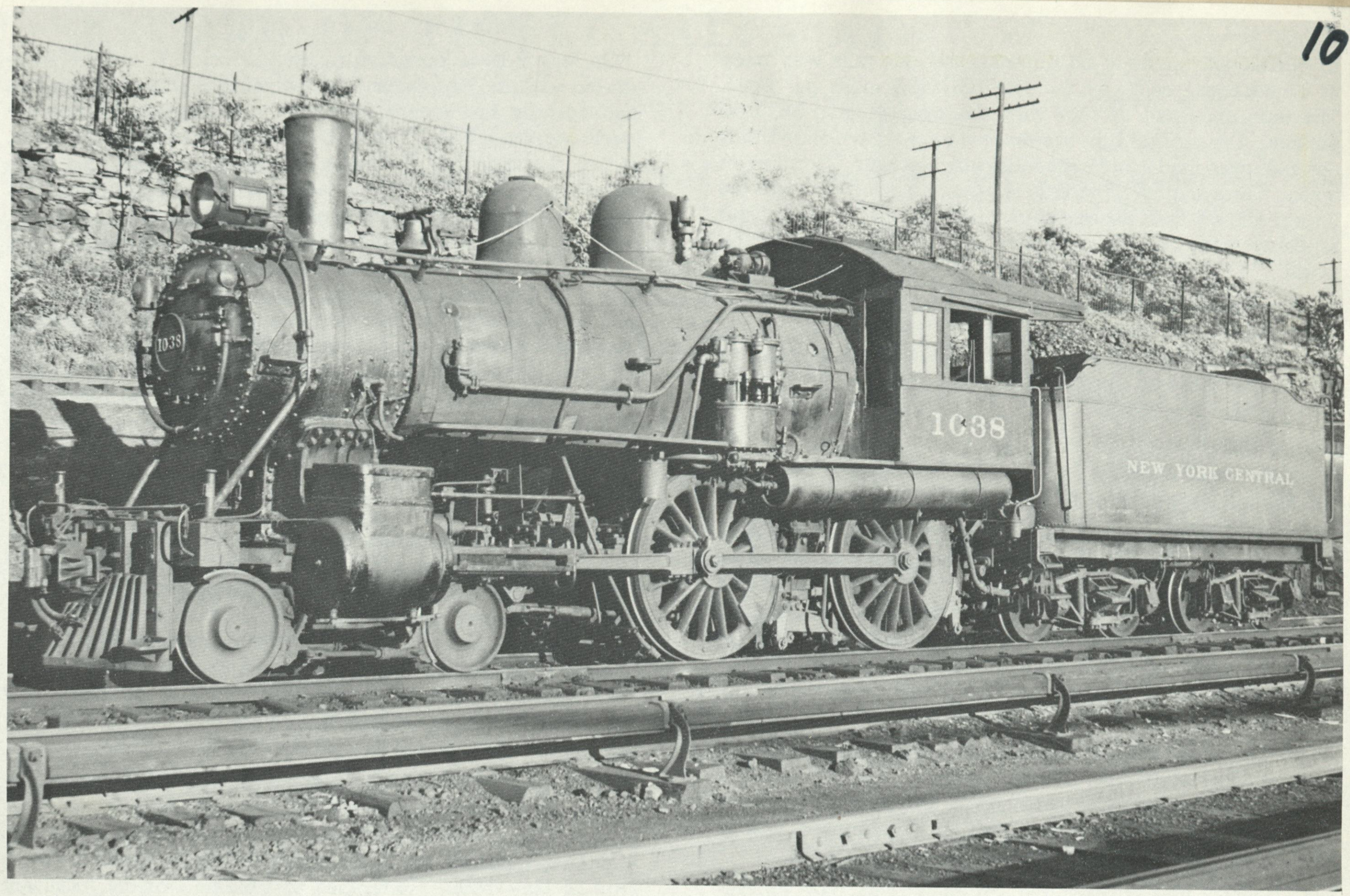

NYC&N #5 Brooks 1880
to NYC&HR 1121
c/n 452

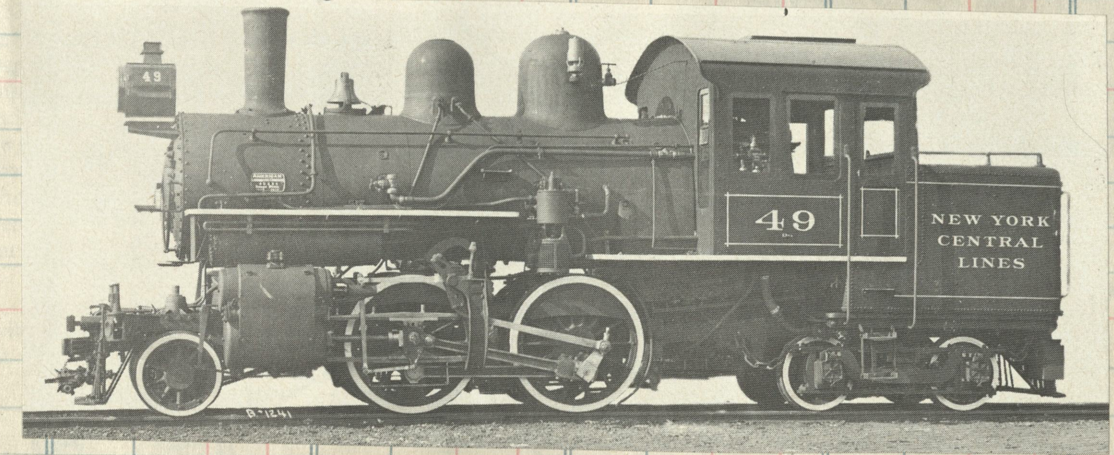
Photo from collection of Joseph Lavelle

WEAR on rod bearings of little engines like the New York & Northern eight-wheeler pictured here was light and easily taken up

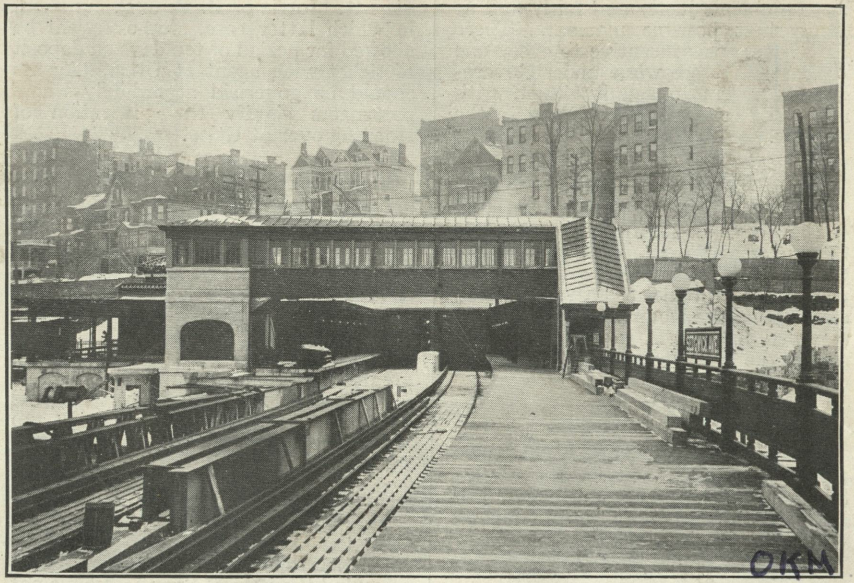


Here is the famous ex-870 in later years, her high speed running long behind her as she rests at Sedgewick Avenue in New York City on June 28, 1936. In spite of being equipped with smaller drivers and other details, the years had been kind to this old girl. Originally numbered 870 when built by Schenectady in 1890, she was soon renumbered to 944. In 1913 she was renumbered again as 1038 which she carried until shortly after this photo was taken, receiving No. 4304 shortly before she was retired in 1937 after a long and useful life. George E. Votava Collection

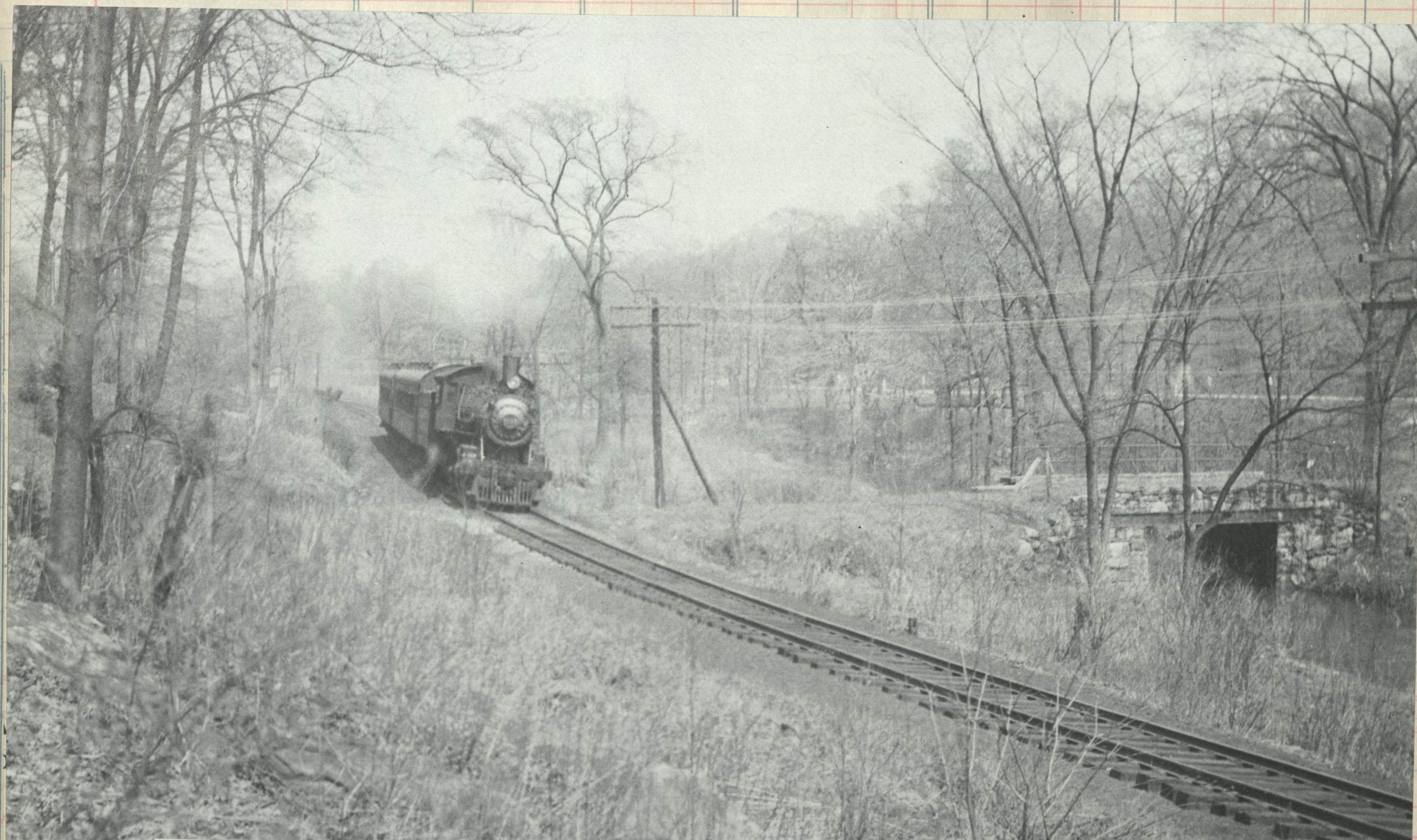
#49 'at home' on the Yonkers Br.



Data on #49 see Pg 27

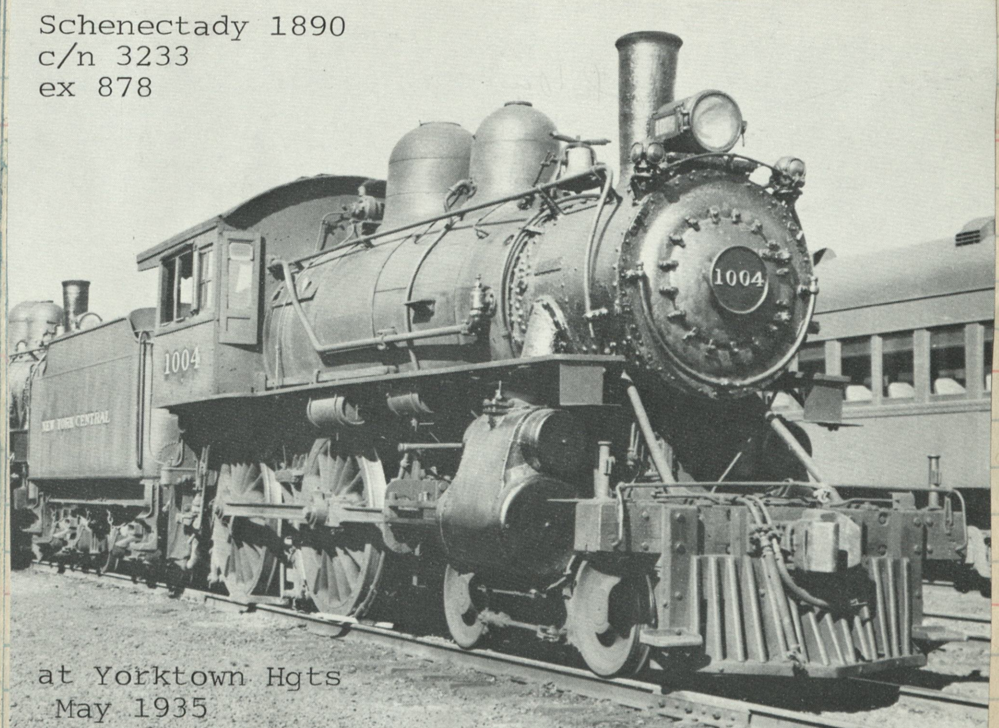

OKH

NEW TERMINAL PUTNAM DIVISION, SEDGWICK AVENUE, NEW YORK

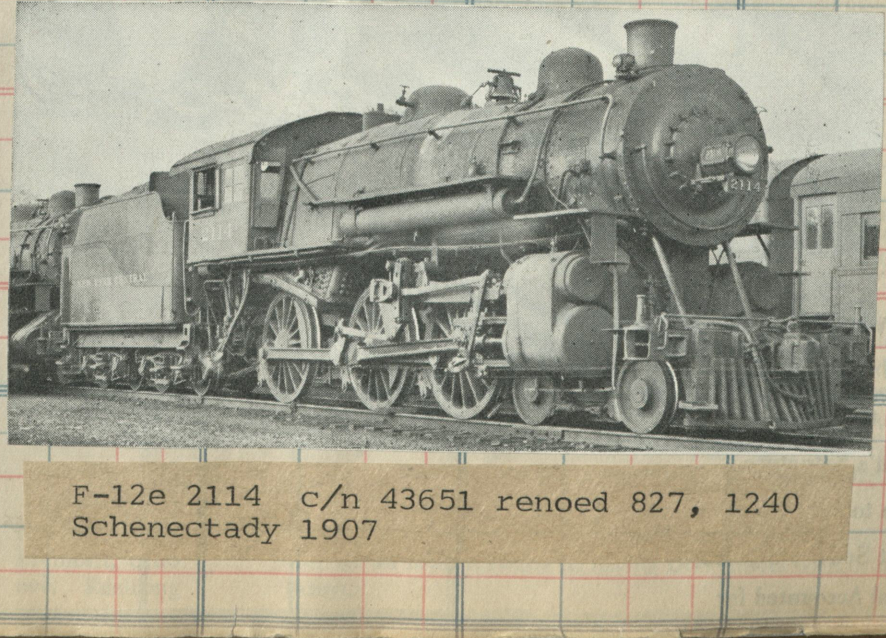


A typical mid-1930s Putnam Division scene finds Engine 1038 (ex 870) hastening down the single iron of the former New York & Northern, bound for the Hudson Division connection to Grand Central at High Bridge and the Division's own terminal at Sedgwick Avenue, Bronx. At right are the Saw Mill River and the old Saw Mill River Road; the Saw Mill River Parkway is high on the left at Worthington, N.Y.

Looking at this scene one would doubt it was the majestic New York Central. Yet, this trackage is only a few short miles to the east of the "main line" of the Electric Division with four track main, the Twentieth Century Limited, automatic block signals and all the other falderall of a 1st class railroad. The beloved "Put" died in 1963.

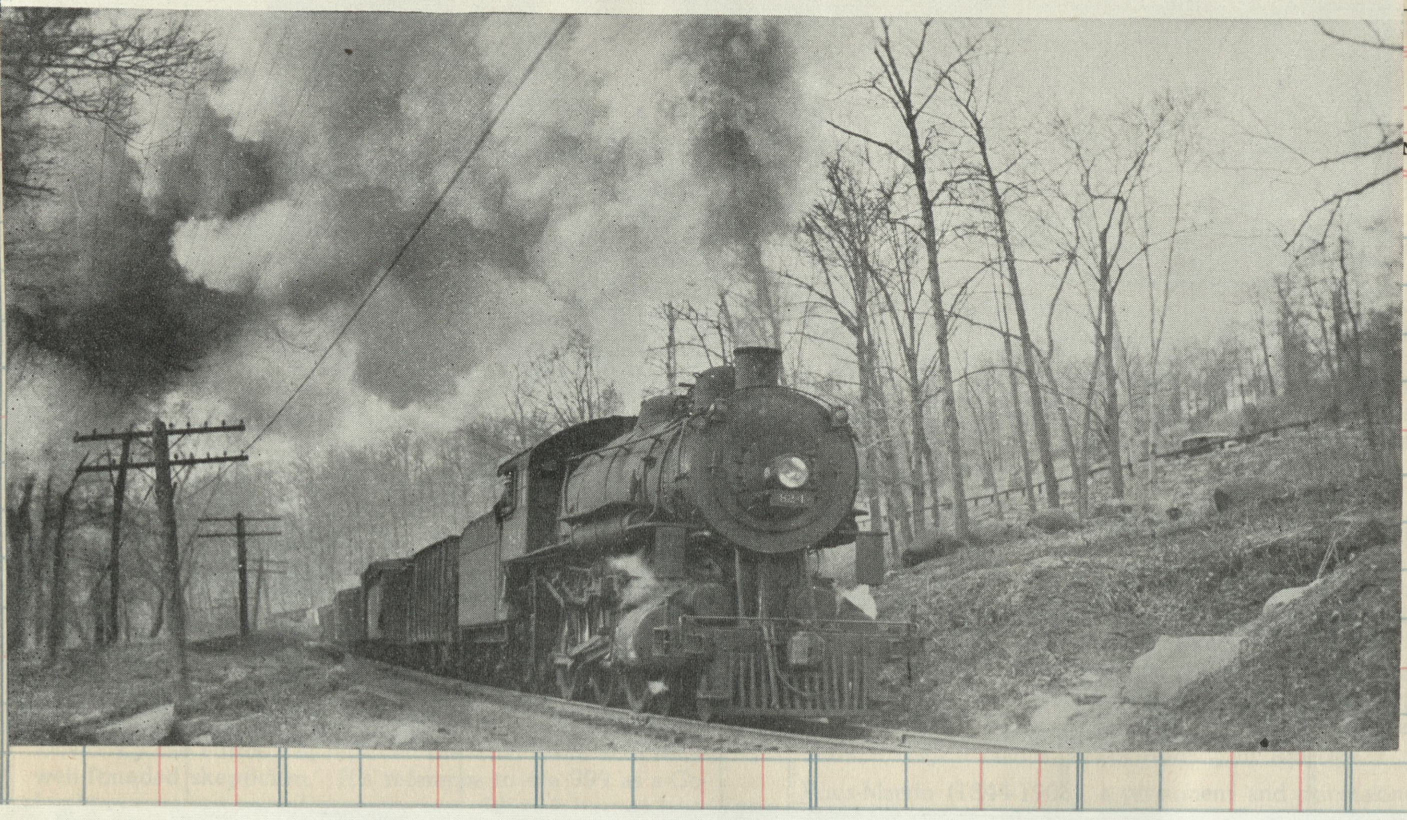

Schenectady 1890
c/n 3233
ex 878

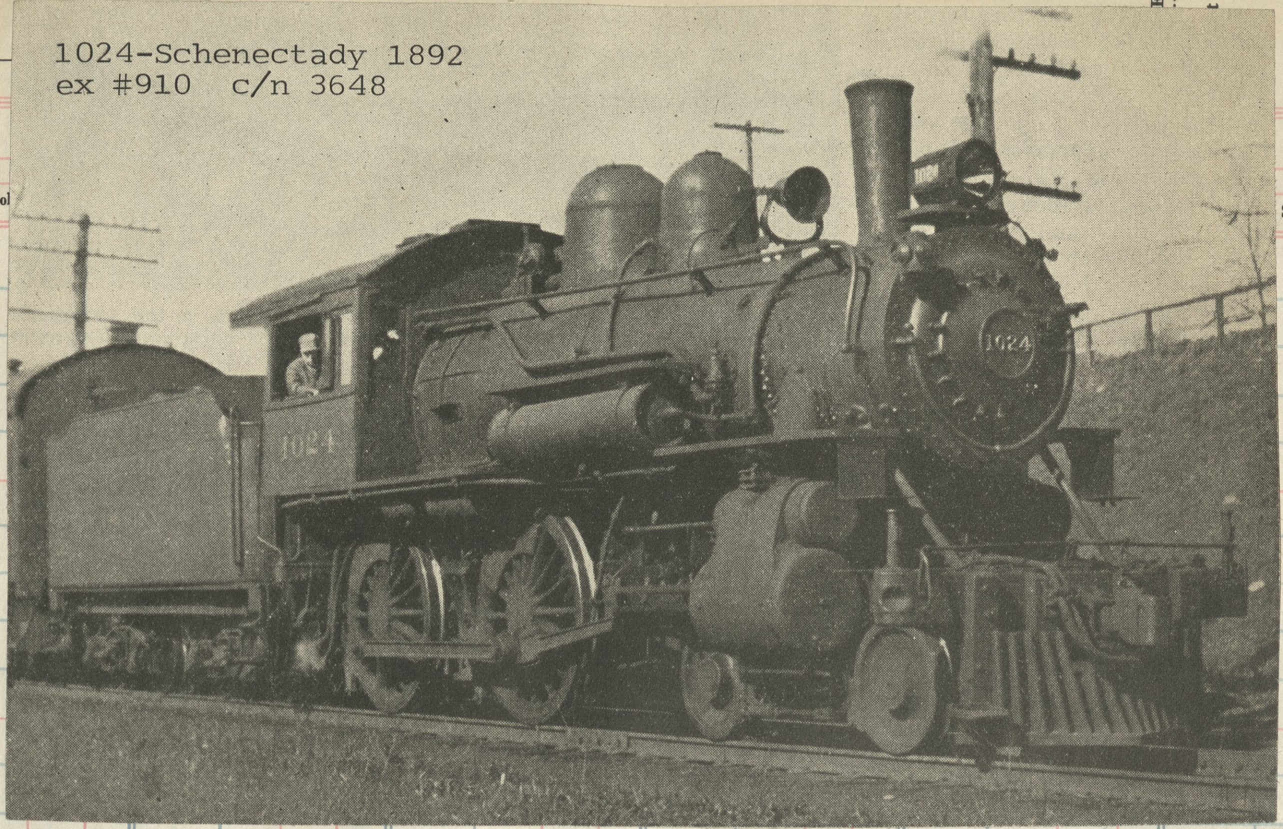
at Yorktown Hgts
May 1935



F-12e 2114 c/n 43651 renoed 827, 1240
Schenectady 1907

A New York Central freight train scurries northward on the Putnam Division 7 miles north of High Bridge. This is the old New York City & Northern

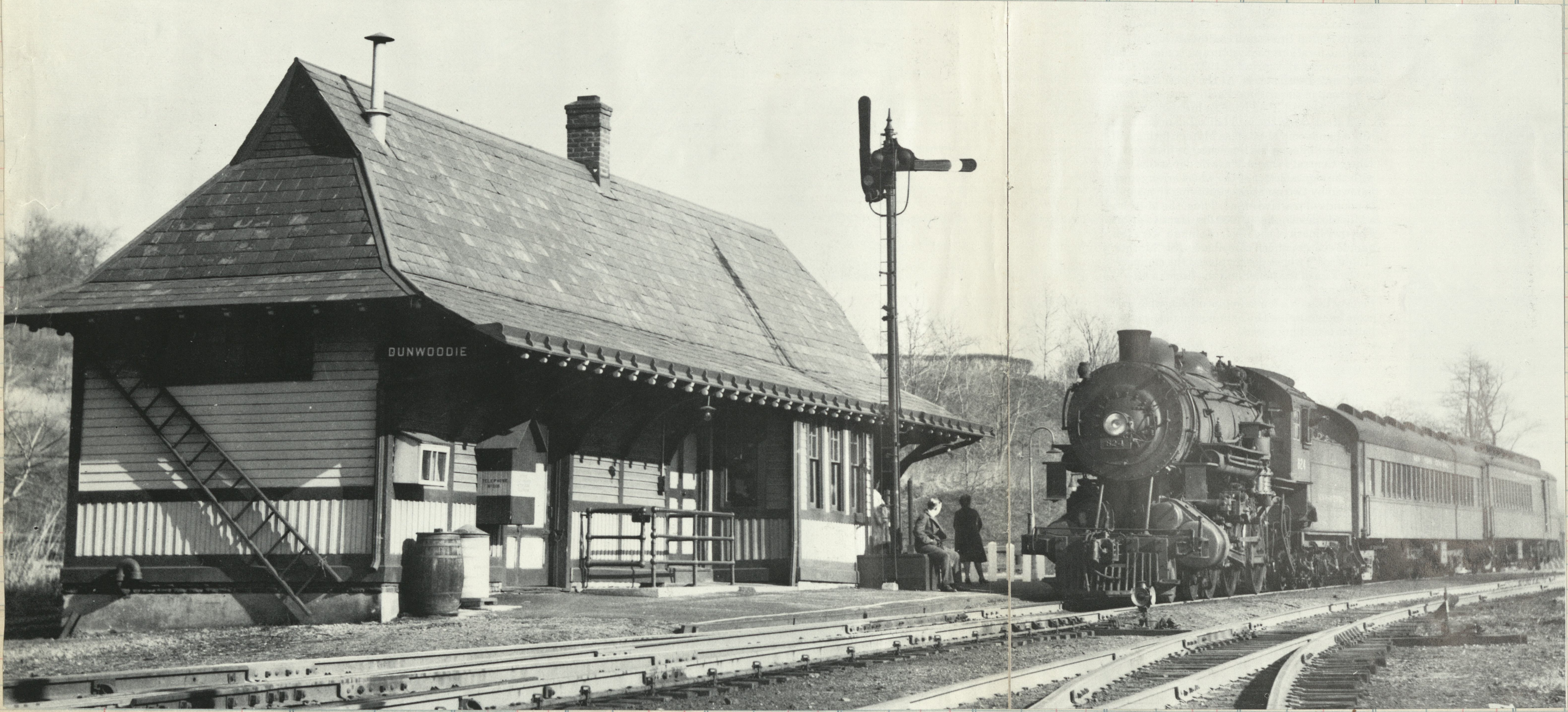


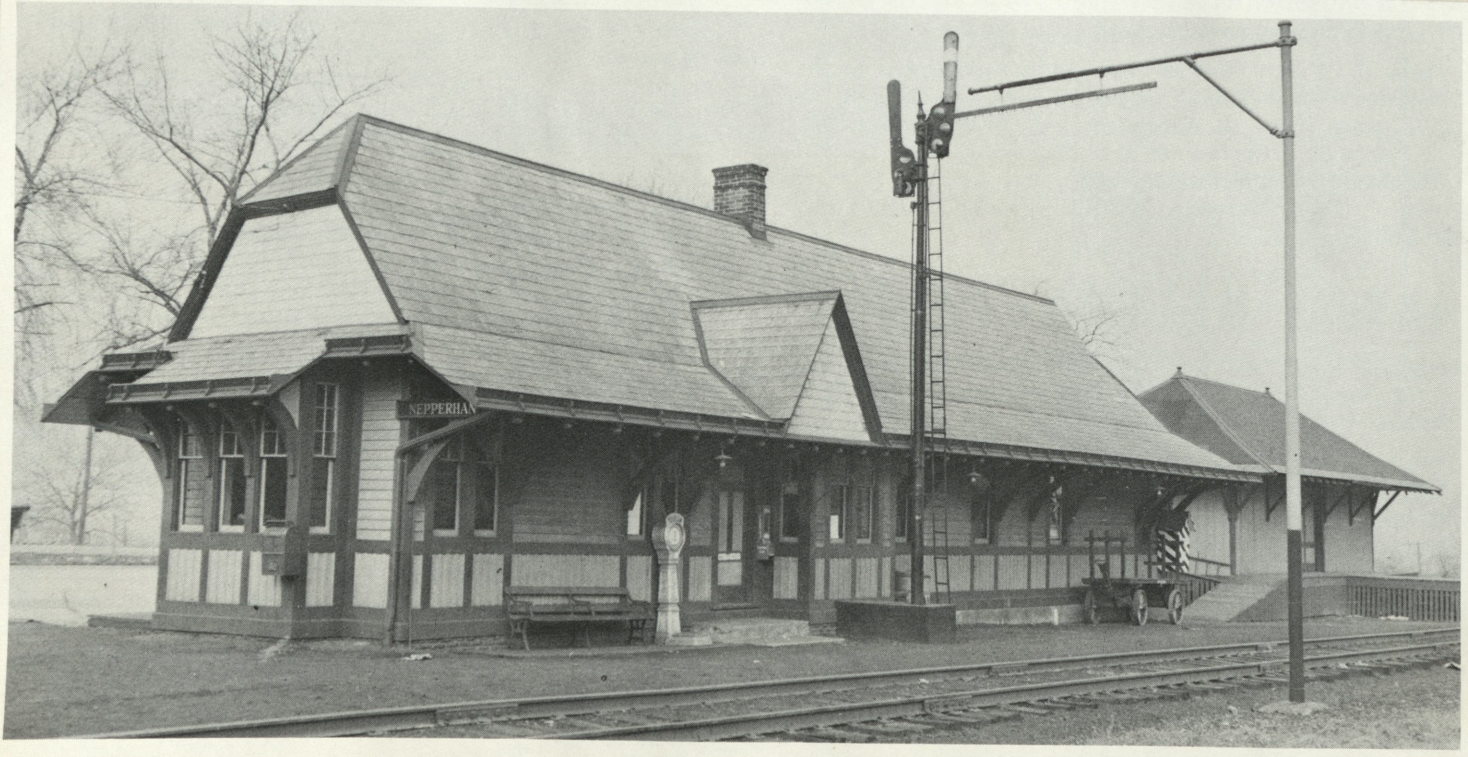


1024-Schenectady 1892
ex #910 c/n 3648

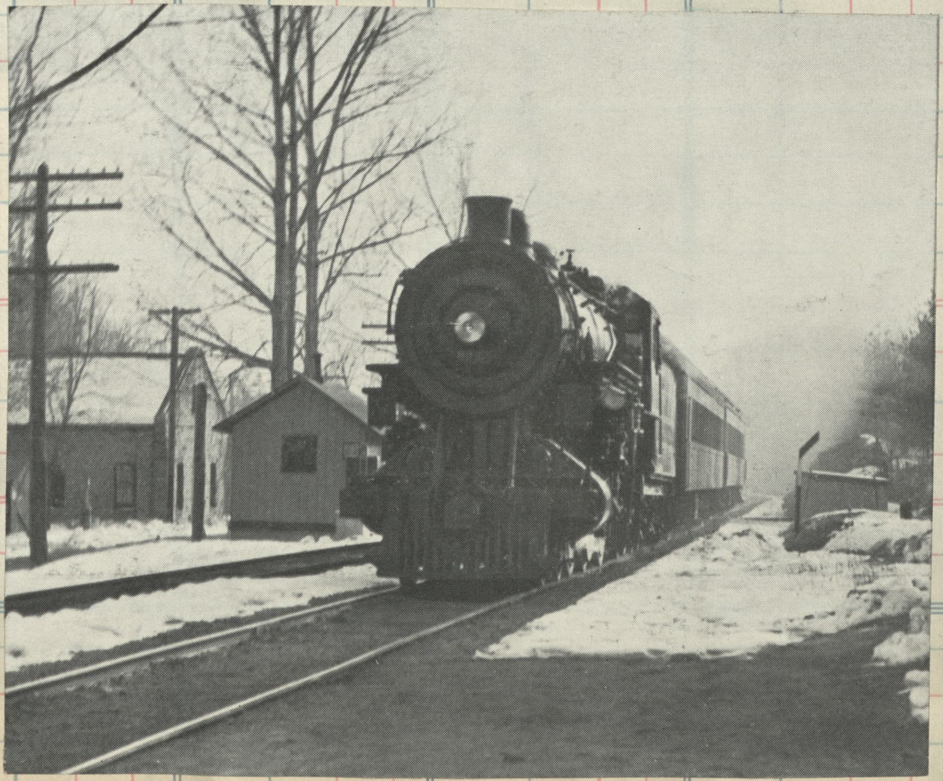
No. Sol

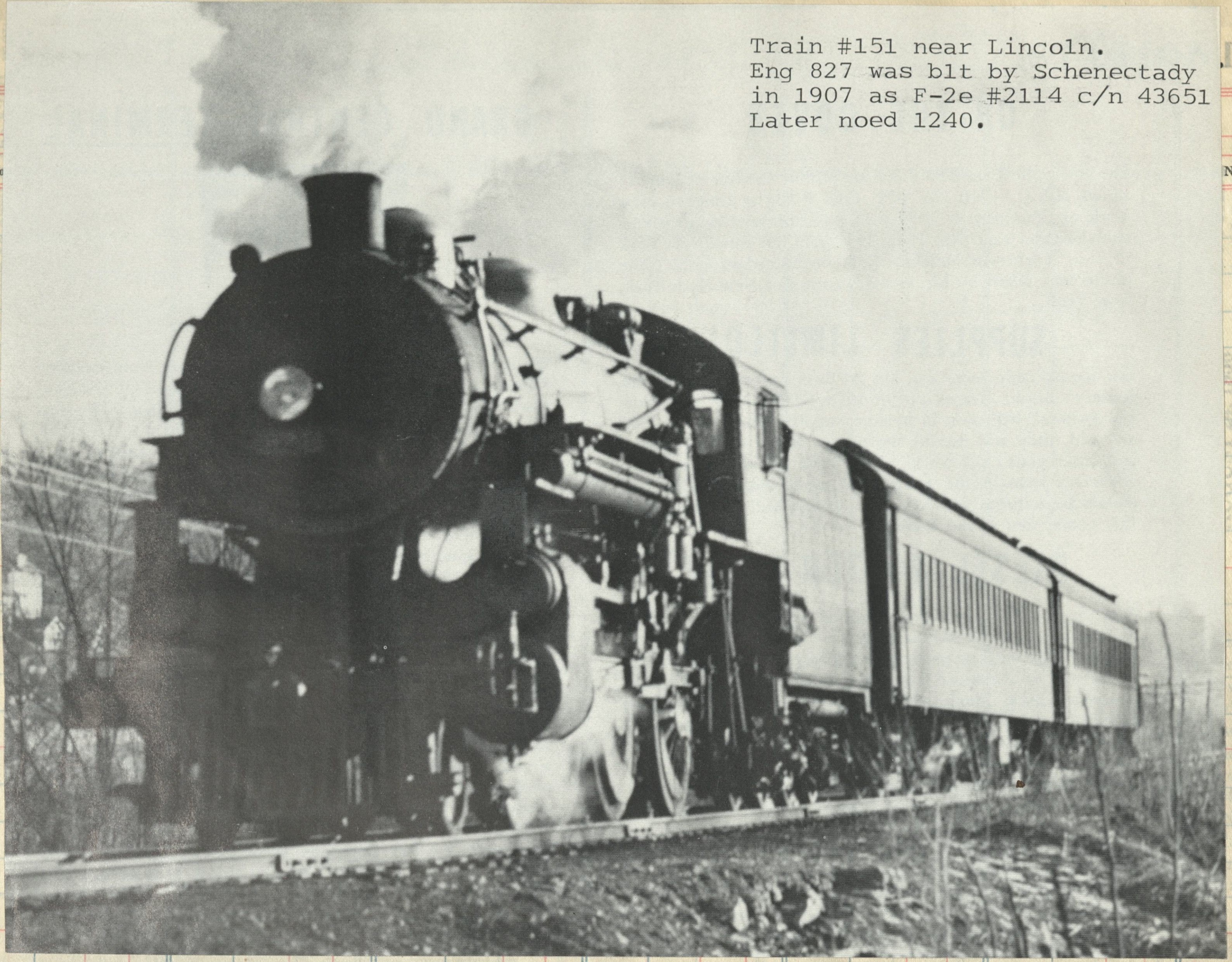
Sold Amount Clos. No. Sold Amount



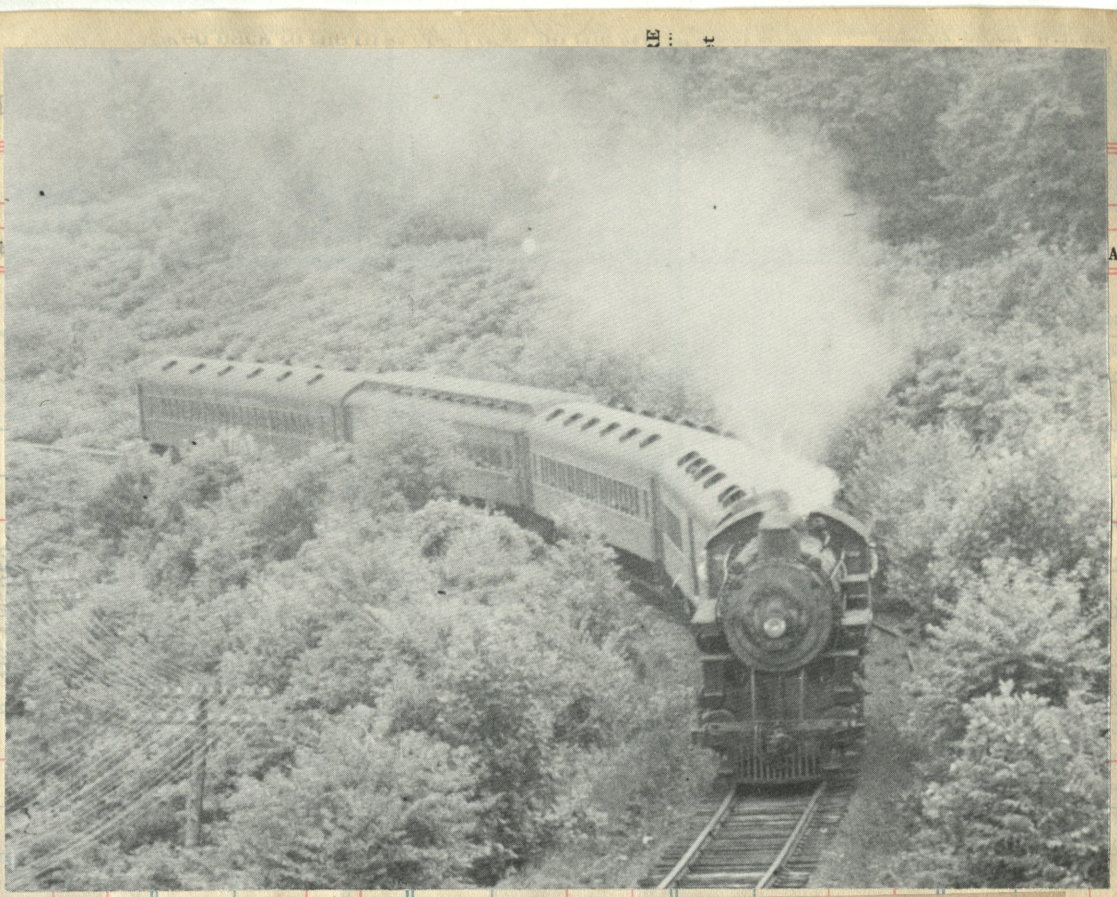


The New York Central station at Nepperhan, N.Y. on the Putnam Division as it looked on February 19, 1939. This is what railroad stations should look like. Notice the scales, bench, and mailbox outside the station with a small freight shed also looking clean and well cared for. Nepperhan is located about 16 miles from Grand Central. Photo by George E. Votava



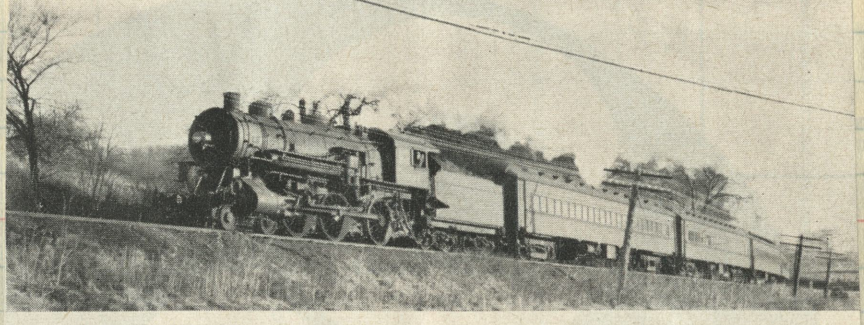


Train #151 near Lincoln.
Eng 827 was blt by Schenectady
in 1907 as F-2e #2114 c/n 43651
Later noed 1240.

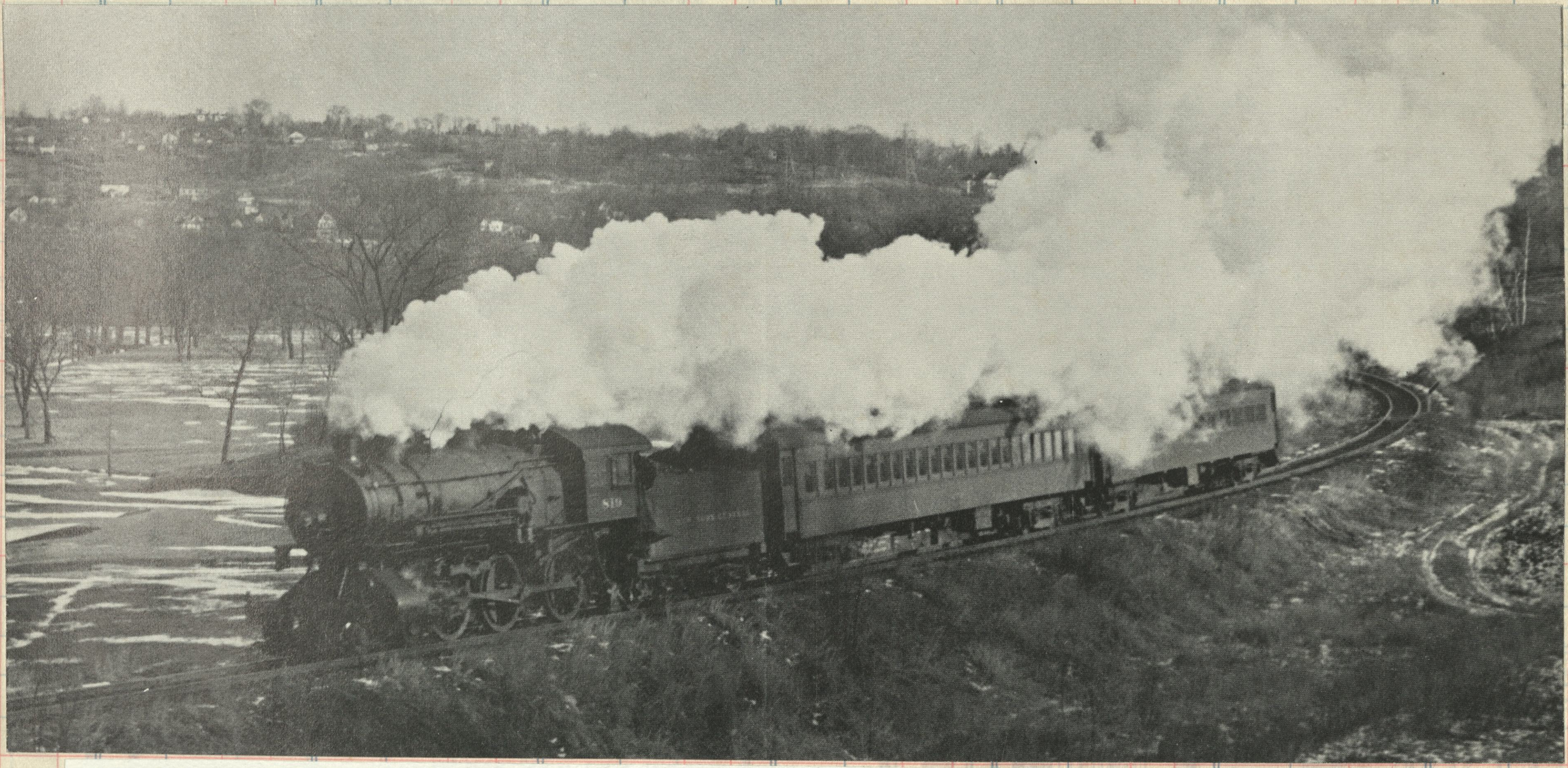


Trn 141 winds thru the shrubbery near Elmsford

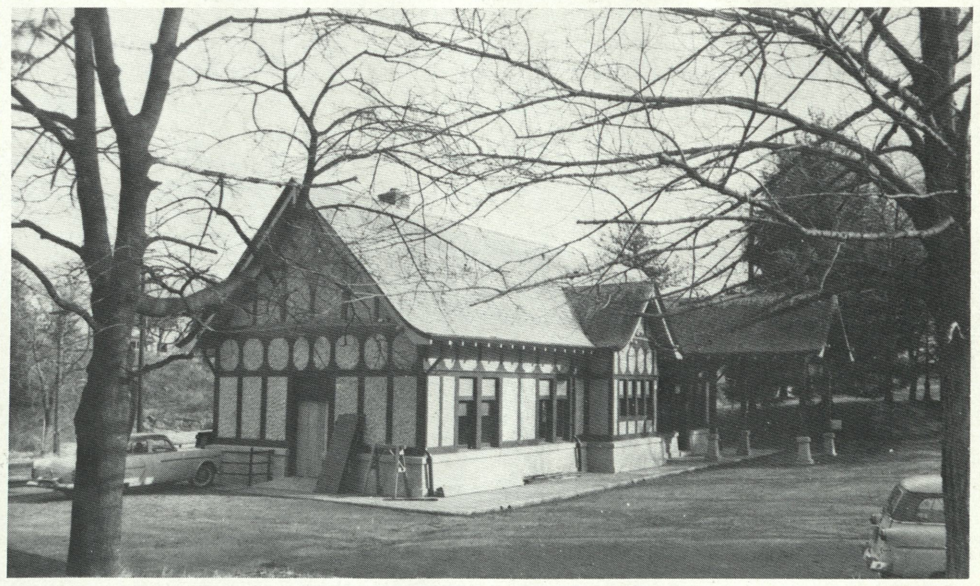
1233 (ex 2066-820) c/n 41059 Schen 1906



One of the oldest 4-6-0's still running on NYC.



There's a chill in the air [1/27/40] as the 819 swings along with Trn #163 near Eastview.

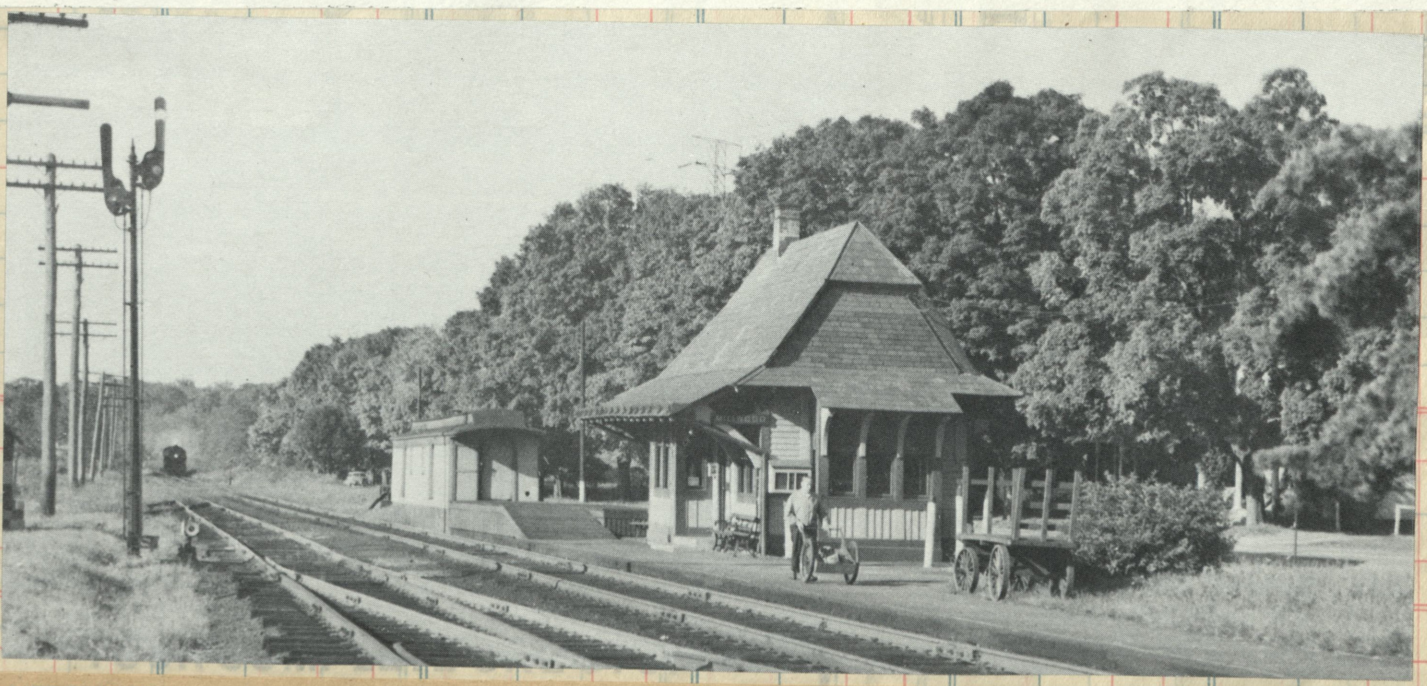


Briarcliff
Manor

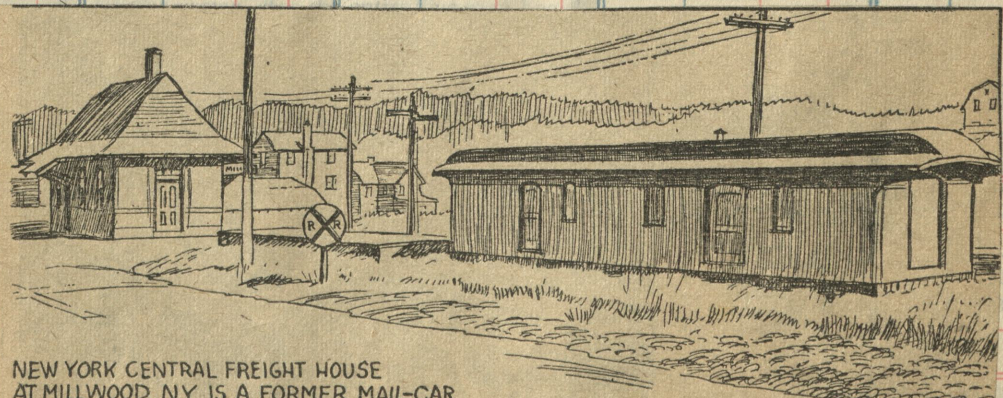
1270

CENTRAL station at Briarcliff Manor, N.Y., on the Putnam Div.

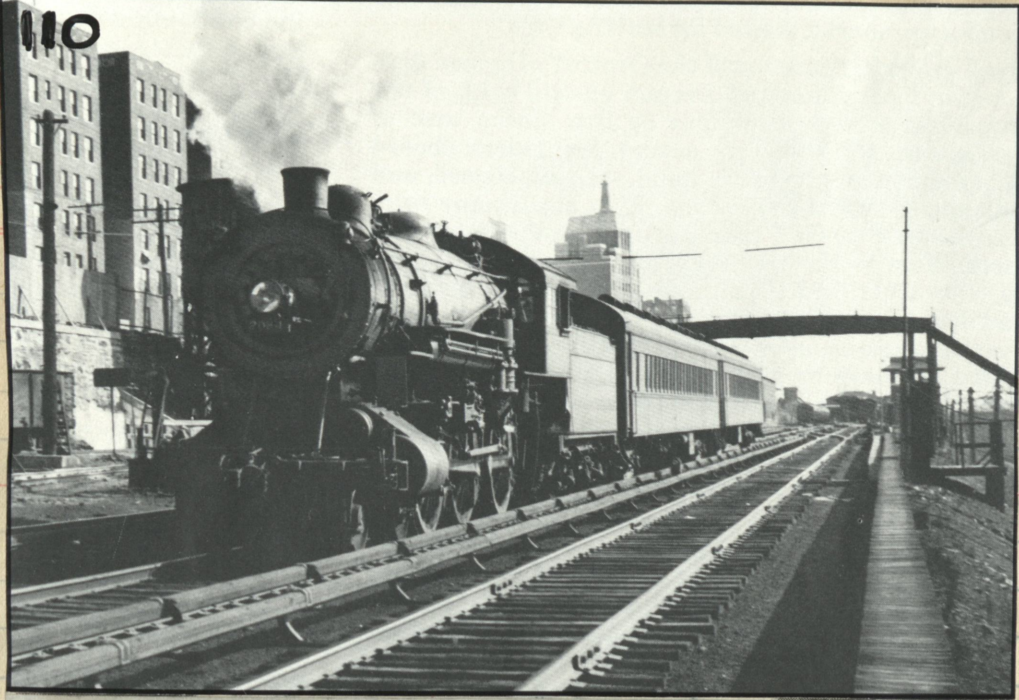
101



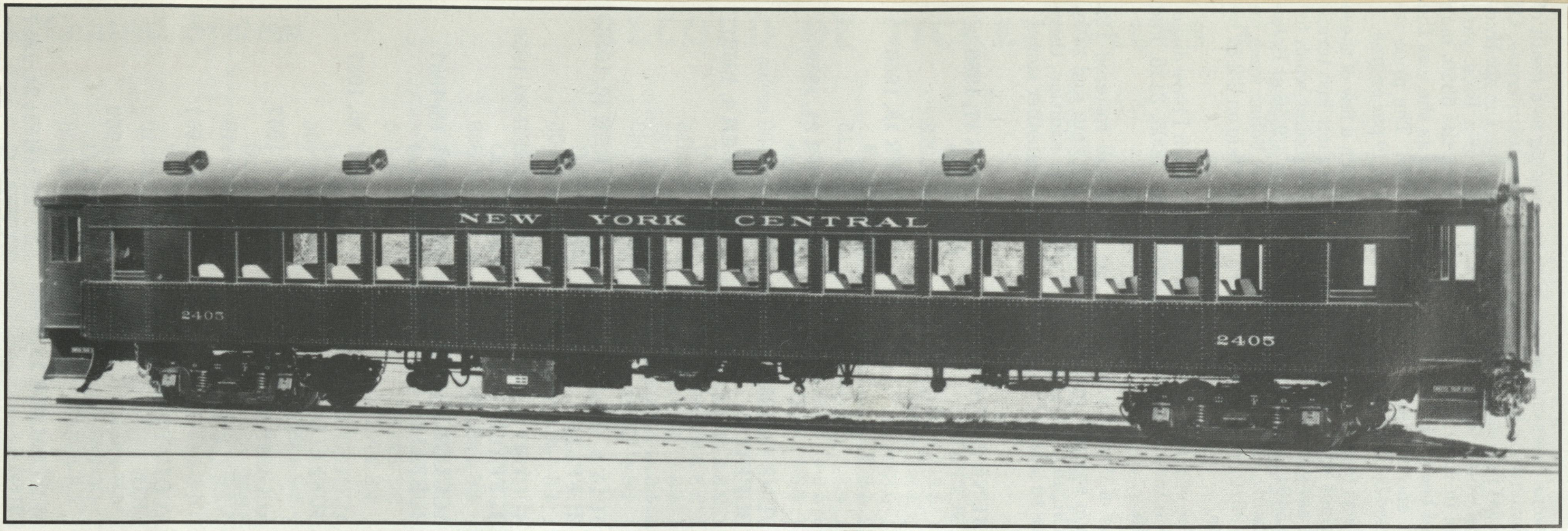
MILLWOOD... Train approaching is #101. McK on return from military service covered the Agent's job here Jan & Feb 1946. The freight house was a former NY&N baggage car.



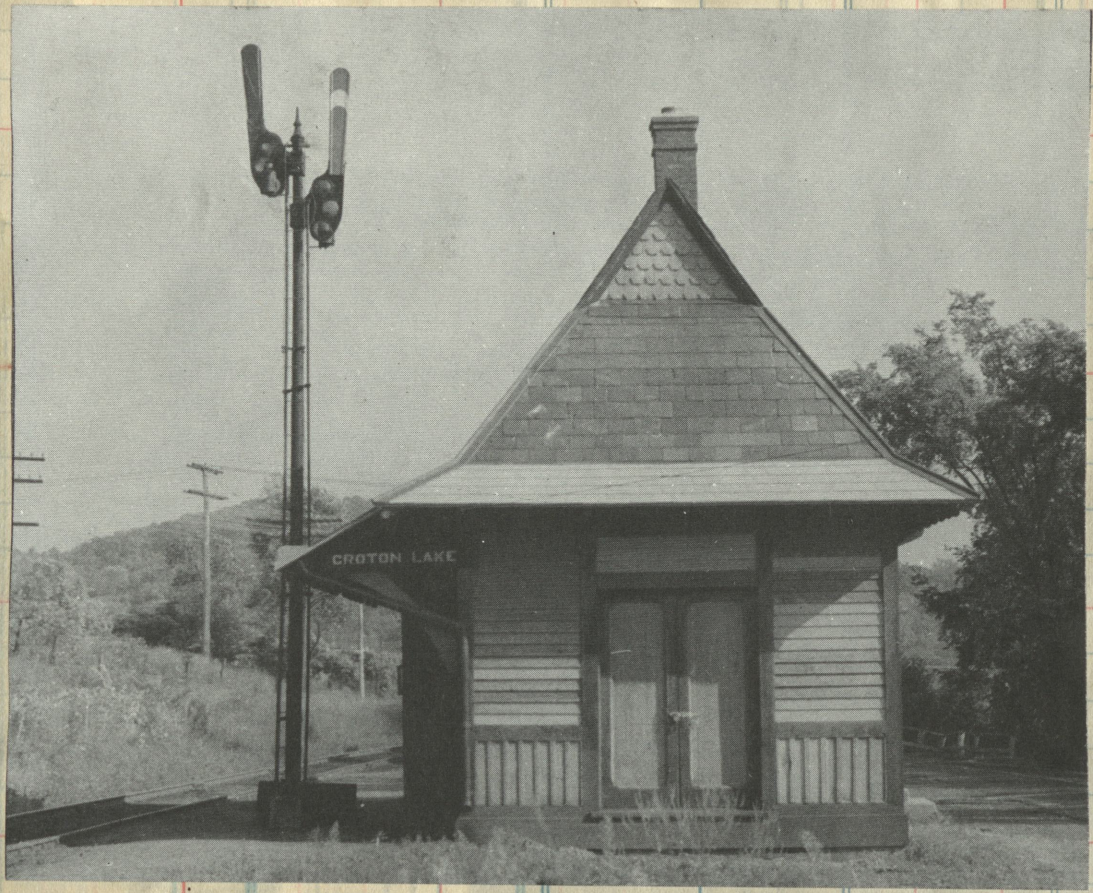
NEW YORK CENTRAL FREIGHT HOUSE AT MILLWOOD, N.Y., IS A FORMER MAIL-CAR SAID TO DATE BACK TO COMMODORE VANDERBILT'S ERA. FROM 1902 TO 1905 IT WAS USED AS A COMBINED PASSENGER AND FREIGHT DEPOT.
(from Rendall Comfort, Chappaqua, N.Y.)

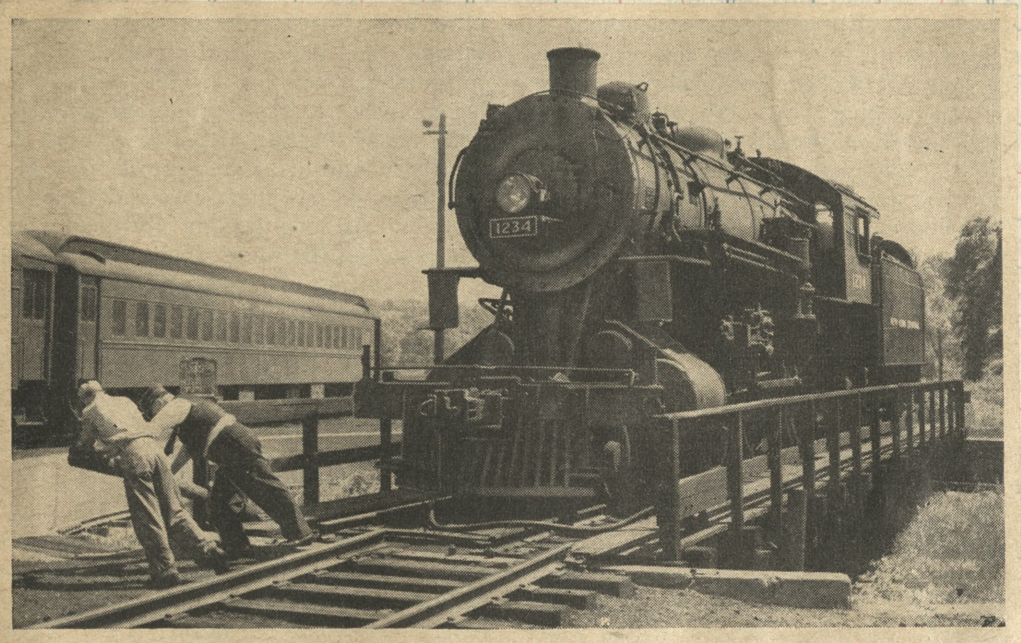


The 2084 drifts down from the Sedgwick Avenue terminal tword High Bridge with Saturday only Trn #151.

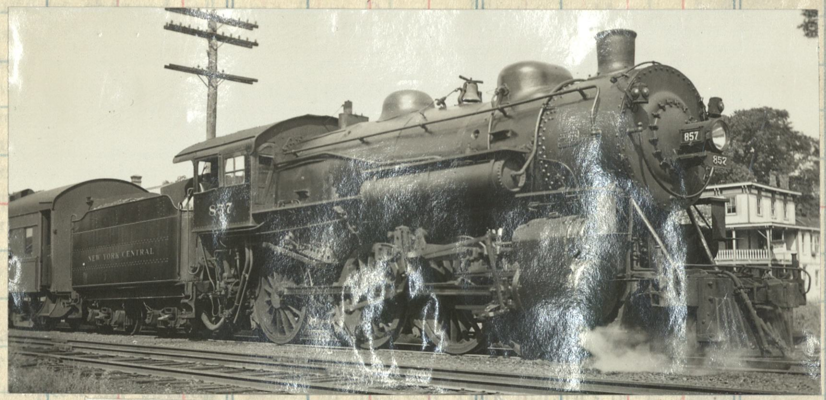

NEW YORK CENTRAL
2405
2405

Builder's photograph of Lot 2038 suburban coaches for the Putnam Division.

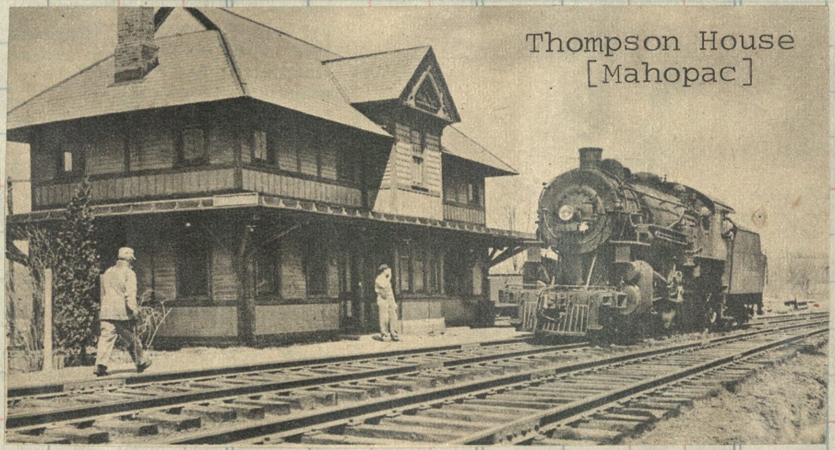

CROTON LAKE



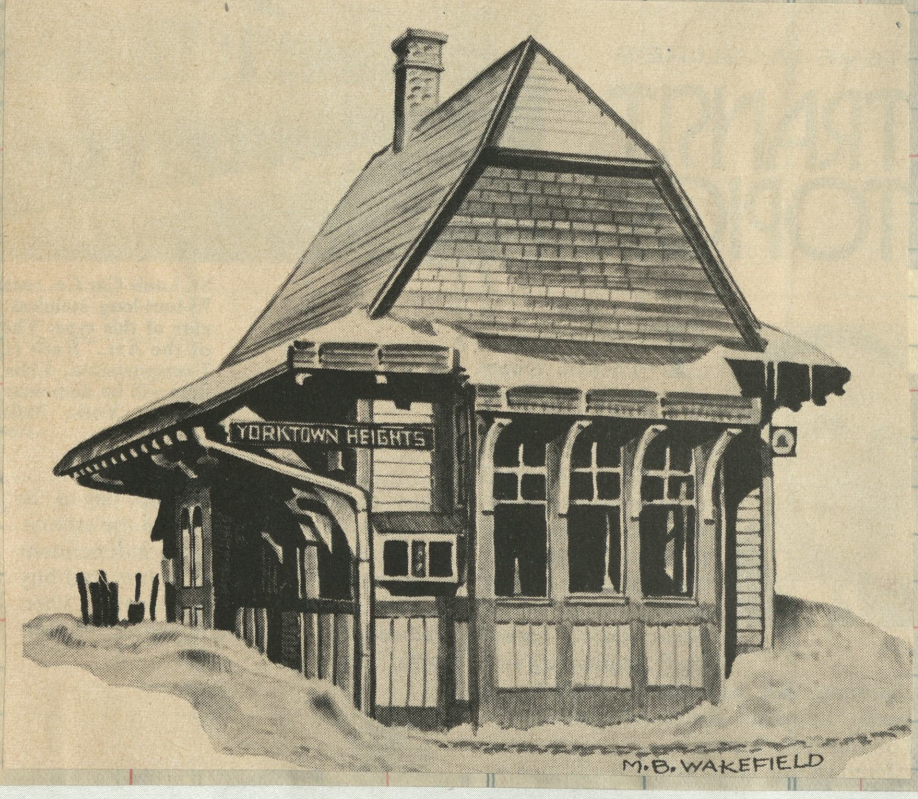
The 'Armstrong table' at Yorktown Hgts

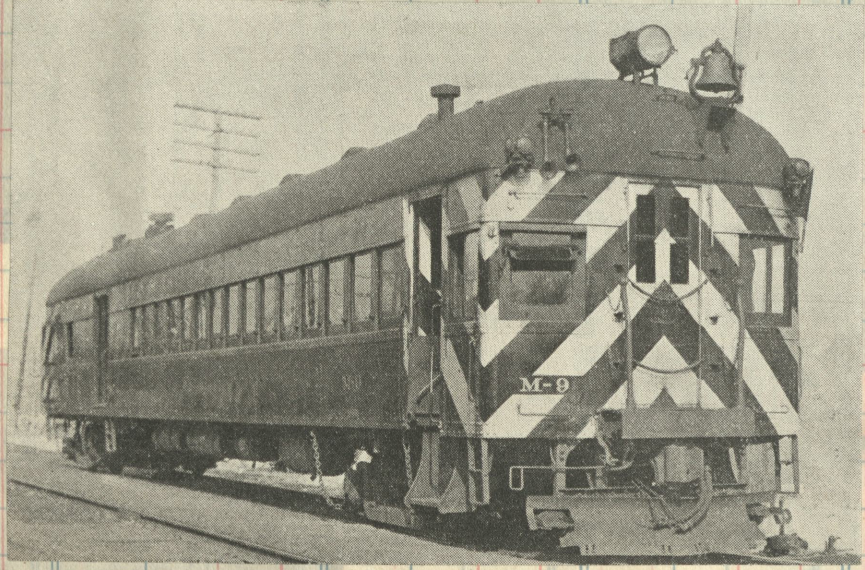


Ex 2146 at Yorktown Hgts by ELM

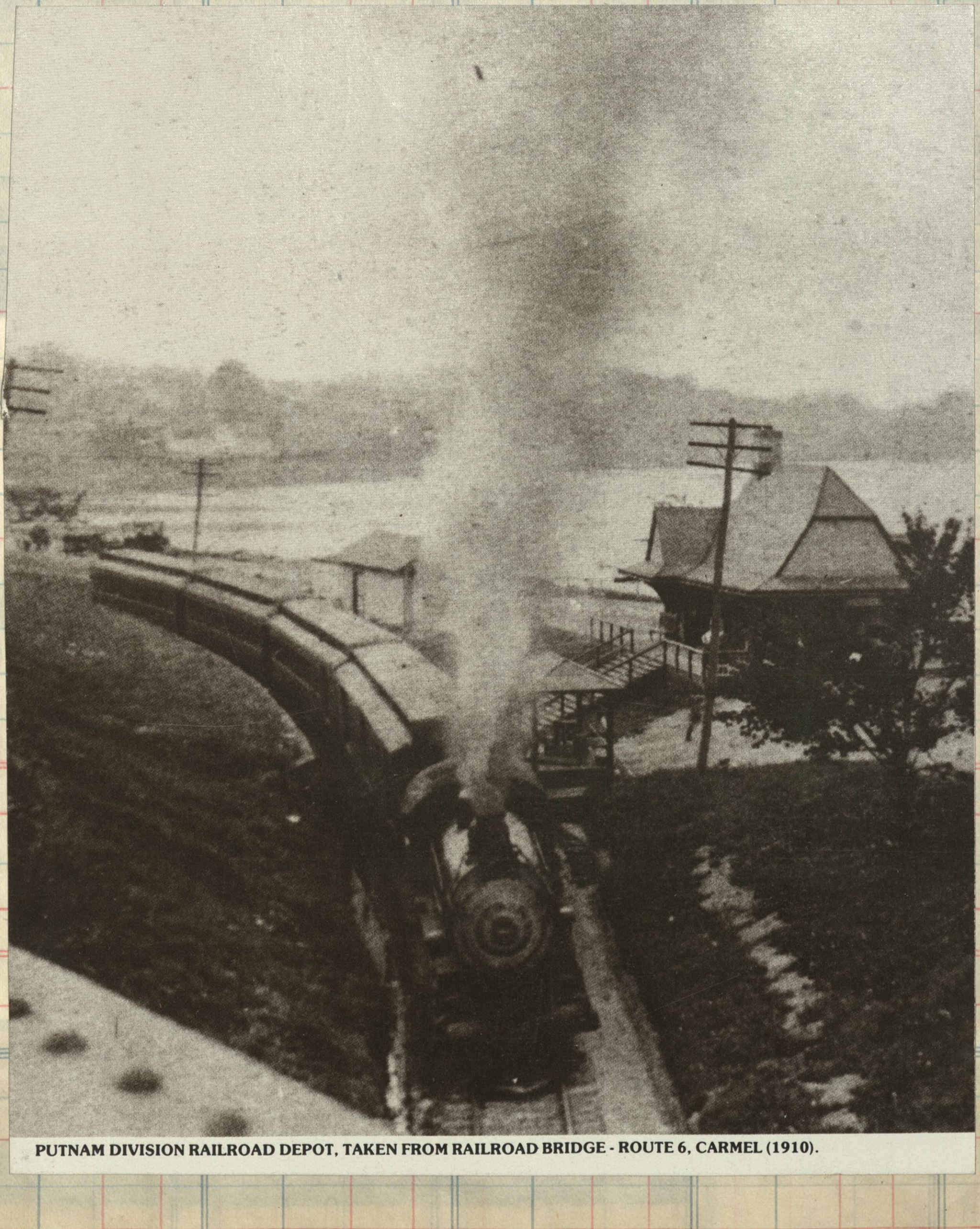


Thompson House
[Mahopac]


YORKTOWN HEIGHTS
M.B. WAKEFIELD

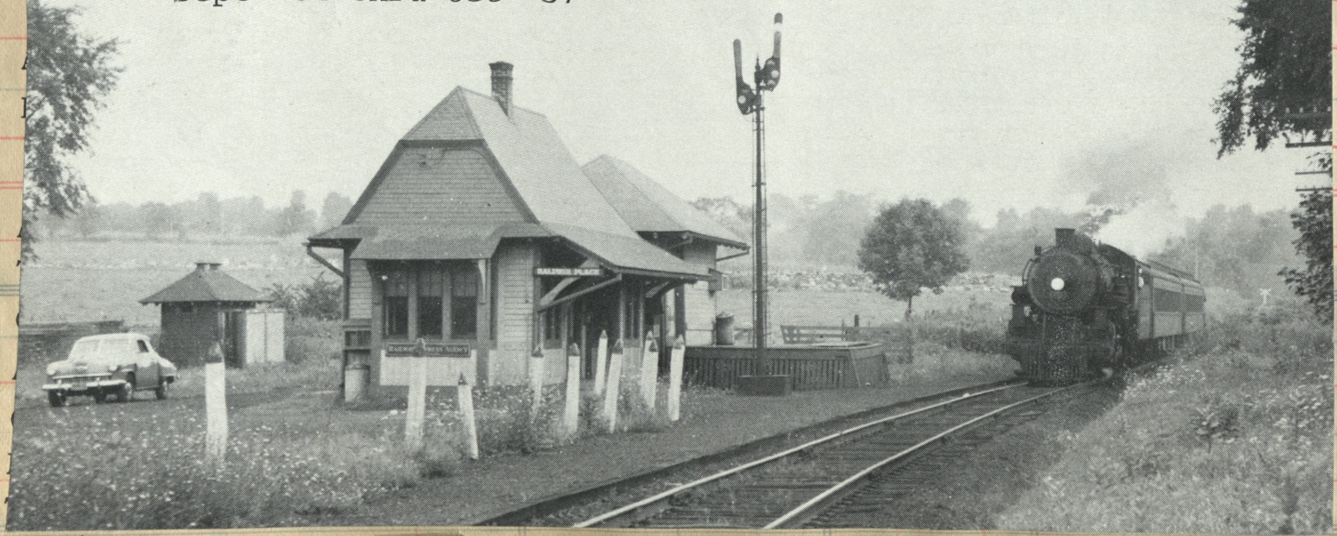


The M-9, Brill 1928, was one of the rail cars to work the Putnam

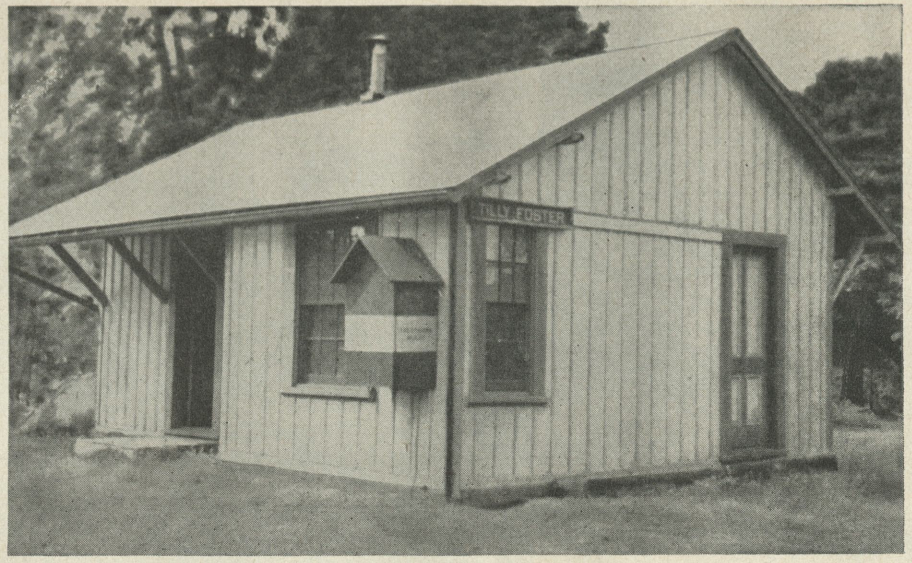


PUTNAM DIVISION RAILROAD DEPOT, TAKEN FROM RAILROAD BRIDGE - ROUTE 6, CARMEL (1910).

BALDWIN PLACE -- Scene the same as when McK was Agent
Sept '54 thru Oct '57



Clos. No. Sold Amount Clos. No. Sold Amount



Station at Tilly Foster, N. Y., served New York Central until it was closed last October.

Tilly Foster

The oddly named station in the enclosed picture has finally ceased to serve the public. Closing of the station and cessation of all services was authorized for October 15, 1950, by the Public Service Commission. Tilly Foster is located two miles south of Brewster, N. Y., on the New York Central's Putnam Division.

This station was built in 1901, while the road was still owned by the New York & Putnam but was under lease to the New York Central & Hudson River Railroad. New York Central was the builder of the station. On March 7, 1913, the New York Central acquired the properties and the franchise of the New York & Putnam. This division was started in 1869 under the name of the New York & Boston Railroad. It has been reorganized several times in its history under names such as the New York, Boston & Montreal, the New York Westchester & Putnam, and the New York & Northern.

A stone's throw from the station is the Tilly Foster Iron Mine, now abandoned. This community and mine received its name for a man named Tilly Foster. He owned 128 acres of land on which iron ore was found; the mine he started in 1879 yielded 7000 tons of ore per month. The community is very small, but it has its own post office, and up until October 10 had service twice daily from a railway post office. Now, with the discontinuance of the station stop, it will receive its mail by truck.

The station building has been sold to the American Legion, which hopes to move it to its own property for a club room.

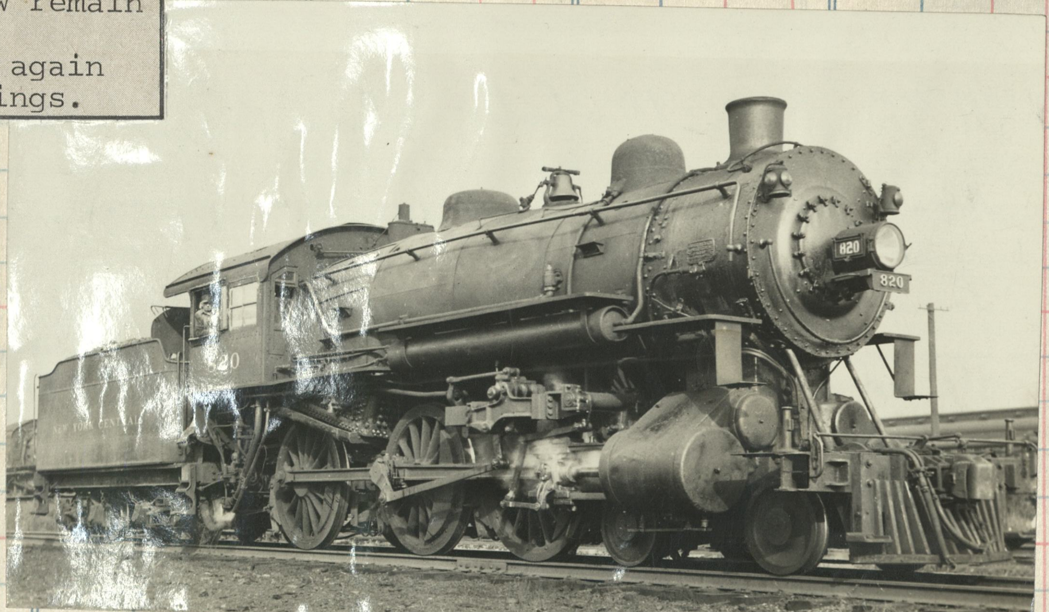
Robert B. Finch.

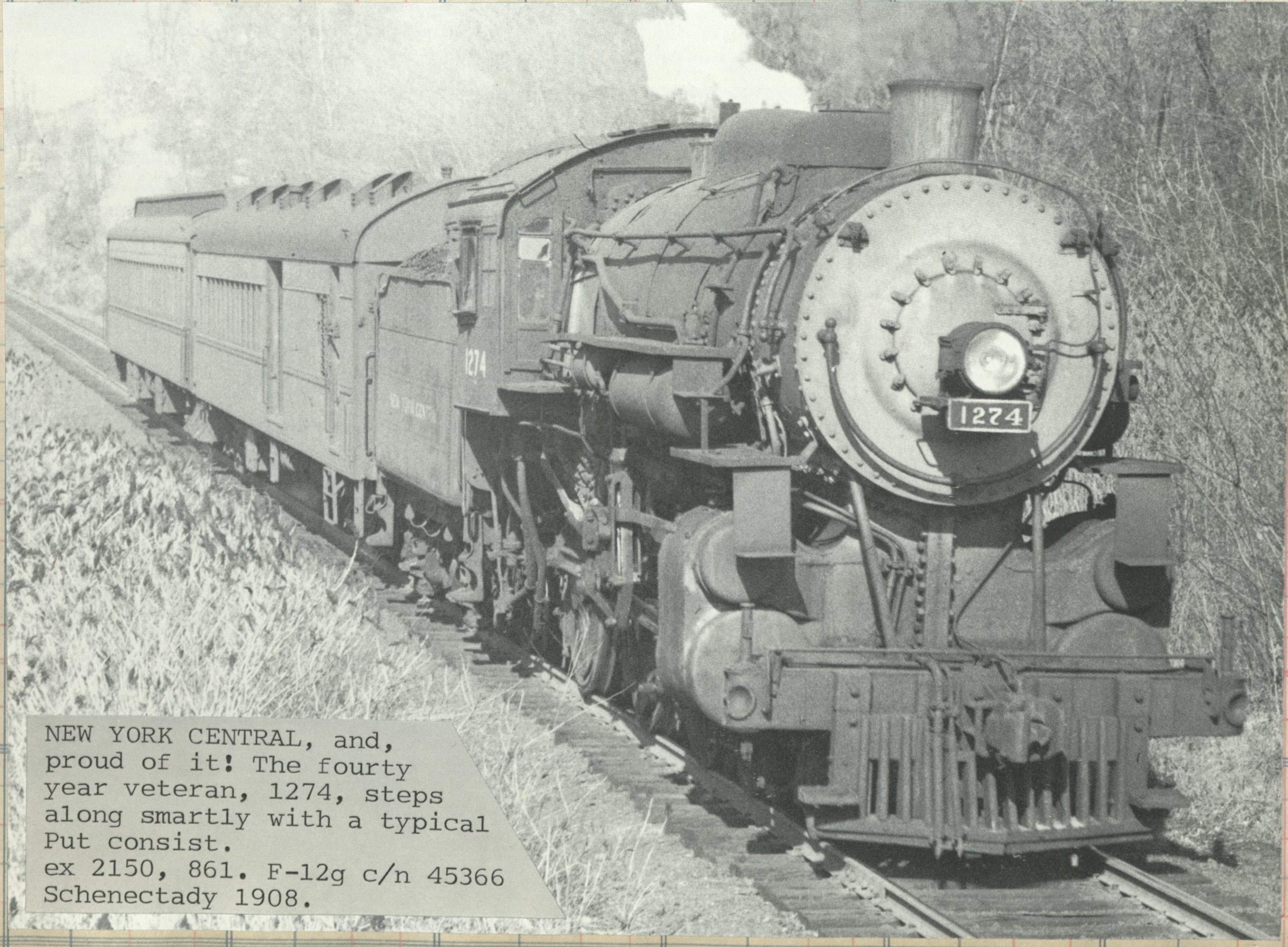
Box 25, Brewster, N. Y.

Where many were, but few remain
Of old familiar things
But seeing them to mind again
The lost and absent brings.

Just as proud as always the 820 posed for Ed May's camera at Putnam Jct in December 1936.

Built as #2066, F-2a, by Schenectady in 1906. c/n 41059 renoed 820, 1233.



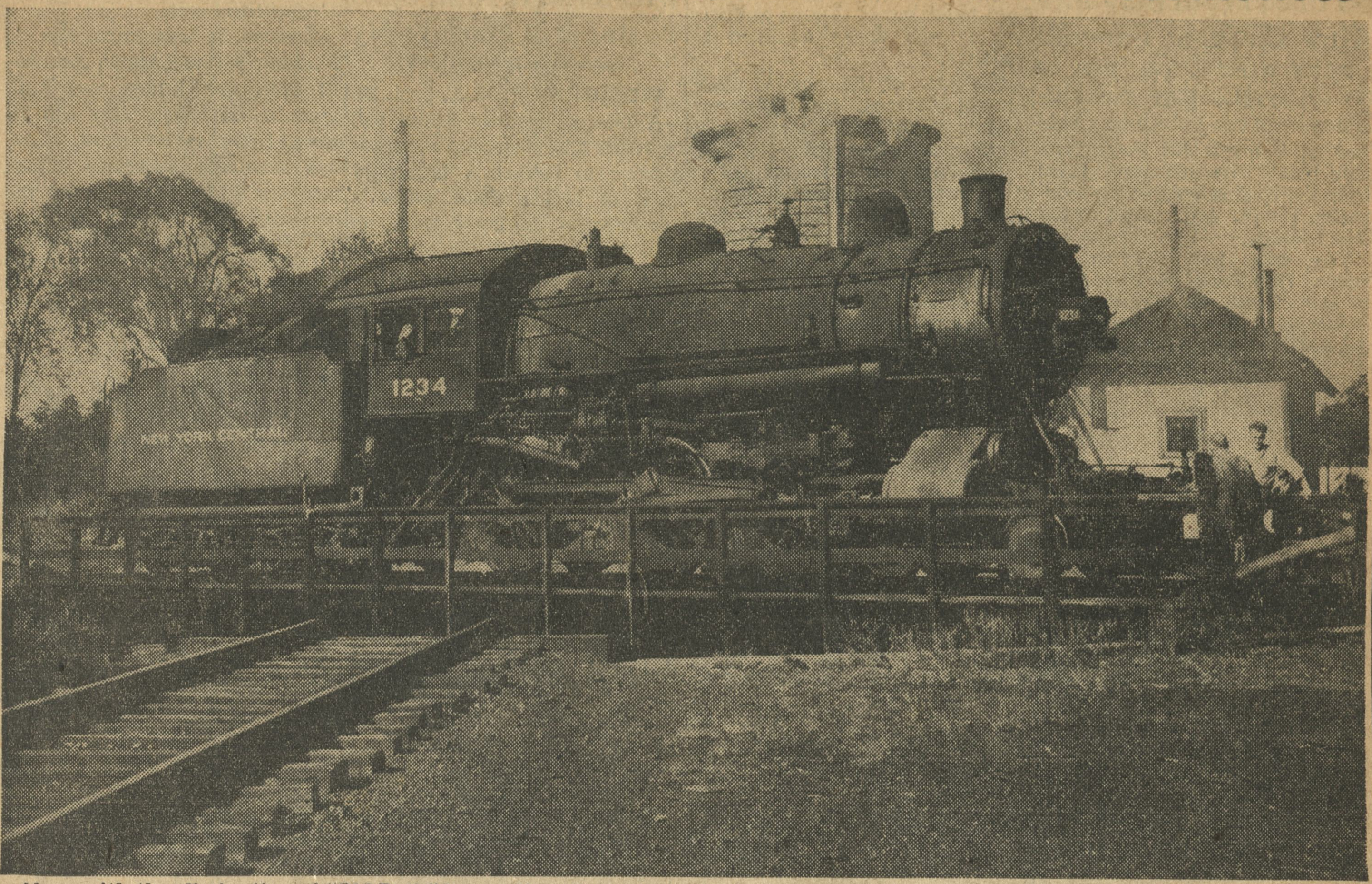


NEW YORK CENTRAL, and, proud of it! The fourty year veteran, 1274, steps along smartly with a typical Put consist.
ex 2150, 861. F-12g c/n 45366 Schenectady 1908.

9/30/51

NEW YORK HERALD TRIBUNE,

Central's Putnam Division Retires Its Steam Locomotives



Along with the elimination of "Old Put's" locomotives the watertower in the rear, the little shed at right and the turntable at Yorktown Heights (on which the engine is resting) also will disappear. Diesel engines take over today James Kavallines

By David Wise

It was exactly 4:05 p. m. yesterday in Yorktown Heights, N. Y., when engineer Edward Washburn put on his leather gloves, climbed into the cab of a New York Central locomotive, rang the engine bell, released the brakes, pulled out the throttle and ended an era.

Few of the twenty-five passengers in the two cars behind the engine knew it, but they were riding on the last steam-powered train operating on the Putnam division into New York City. The "Old Put," as commuters and trainmen alike refer to it, will run two Diesel trains into the city today. By tomorrow morning, all nine of the division's new Diesels will be in operation.

Fine Day for Making History

The "Old Put" couldn't have picked a finer day for making history. There was a nip in the autumn air as the train chugged along forty miles of single track through the hills of Westchester to the end of the line at Sedgwick Ave., the Bronx.

All the new 250,000-pound, 1,200-horsepower Diesels will operate from Brewster, N. Y., the northern terminus of the division, in Putnam County. Many of the steam-driven trains operated from Yorktown Heights, south of Brewster, but railroad officials said the water tower, turntable and switching yards there will eventually be razed.

When Mr. Washburn backed his train, No. 134, from a siding near the Yorktown Heights station, Charles H. Baker, the stationmaster, was waiting for him with final dispatch orders.

The engine was excitedly billowing forth clouds of white steam, and Conductor William T. Slover, with the Putnam division since 1910, vowed with a twinkle in his eye, that she knew it was her last run. At 4:05 p. m., Mr. Slover yelled "B-o-a-r-d," as only a conductor can warn all aboard, and swung on to No. 134.

In the cab, fireman Walter Gilcher, thirty-five, looked down the right of way and turned to Mr. Washburn.

"Highball!"

"Highball!" he shouted, over the noise of the brakes and the escaping steam, meaning that the road ahead was clear. Mr. Washburn, a veteran of thirty-five years with the railroad, set the wheels in motion.

"I used to live along the tracks when I was a kid," he said. "I'd watch the engines go by, and wave. I never thought I would be taking the last one in." Mr. Washburn comes from a railroading family. His father before him was a brokeman on the New York Central for fifty-one years, and his thirty-two-year-old son is an assistant conductor on the railroad's Hudson division.

As the train rattled, huffed and puffed past Croton Lake, Kitchawan, Millwood, Briarcliff Manor, Gray Oaks and Nepperhan, Mr. Washburn occasionally looked at his watch, and Mr. Gilcher frequently shoveled coal into the hungry boiler. "I won't have much to do after today," he said.

The firemen will still ride in the cab with the engineer, he explained, but will no longer have to feed coal into the boiler, since the Diesels are oil-burning engines. He will still have to watch for signals and check the equipment, however.

Mr. Washburn admitted he had mixed emotions about the final run. "Its a little like driving an old car," he said, "you hate to part with it but you know you should."

J. D. Carkoff, superintendent of Grand Centeral Terminal and the Harlem and Putnam divisions said the Diesels will provide smoke-free operation, faster getaway at stations, and generally smoother riding. He said the nine engines were purchased for $1,140,000.

Facilities Being Torn Down

Mr. Carkoff said that purchase of Diesels for the Putnam ahead of more heavily traveled divisions was decided upon because the steam engine maintenance facilities at Sedgwick Ave., must soon be torn down to make way for the Major Deegan Highway in the Bronx. Now, all repair work will be done in Brewster.

Today's was also the last steam engine operated into the city on any of the New York Central's divisions, he said. Electric power runs the trains on the Hudson division south of Harmon, N. Y., and on the Harlem division south of White Plains. There are still steam locomotives operating into New York on other lines, however. The Long Island Rail Road, for example, operates a few into its Mott Haven yards.

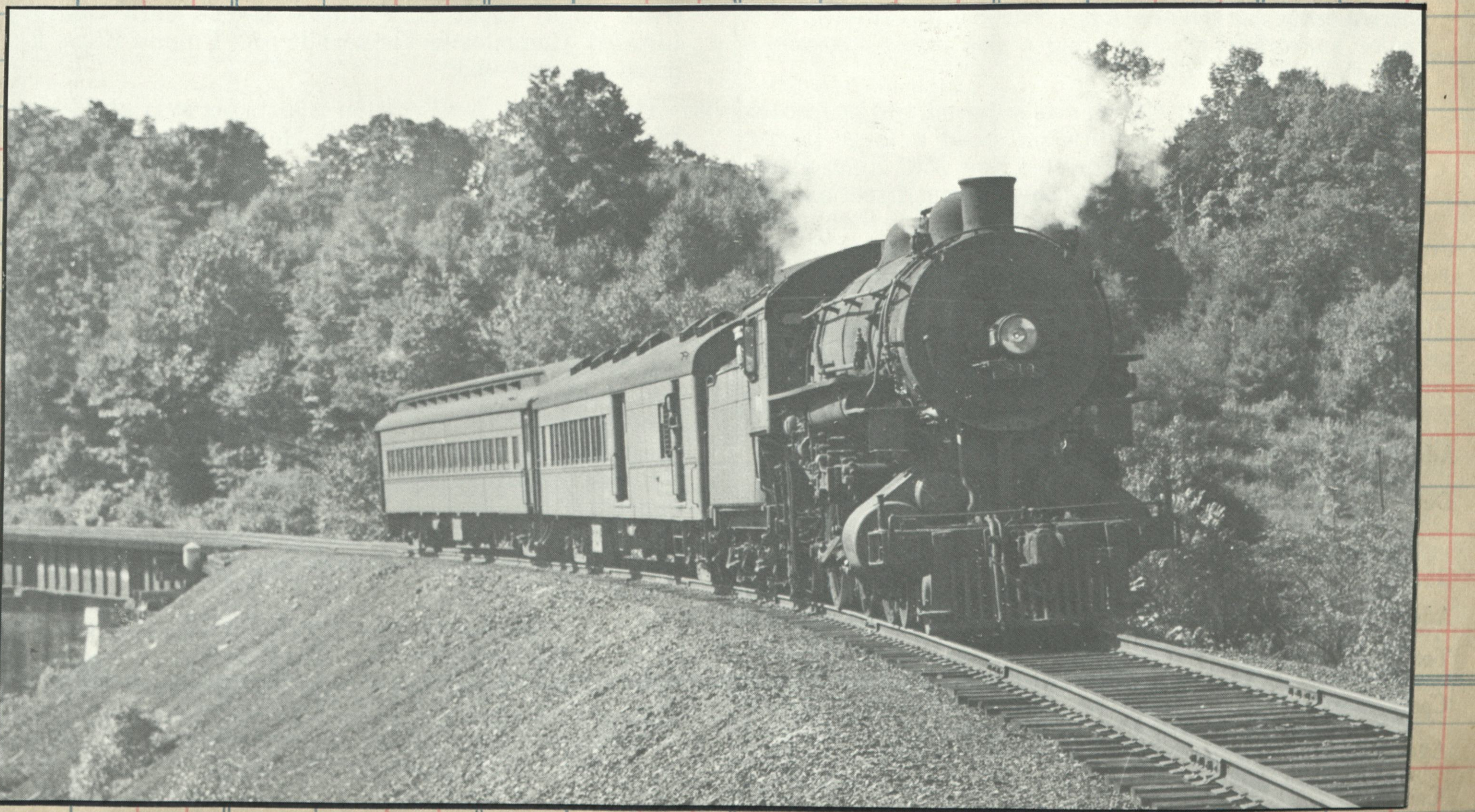
The Diesels were all shipped from Albany via Boston & Albany Railroad, a division of the Central, to Chatham, N. Y., northern end of the Harlem division. From there the engines went along the Harlem line to Putnam Junction, south of Brewster.

One Diesel has been in operation on the "Old Put" since July, providing training experience for the crews. Three more arrived a week ago, two arrived Friday night and the last three left Albany yesterday, Mr. Carkoff said.

Mr. Washburn took No. 1267 through Van Cortlandt Par, University Heights, Morris Heights and High Bridge to Sedgwick Ave., across the Harlem River from the Polo Grounds. A few railroad men waved as he applied the brakes adn eased the engine to a halt at 5:28 p. m.

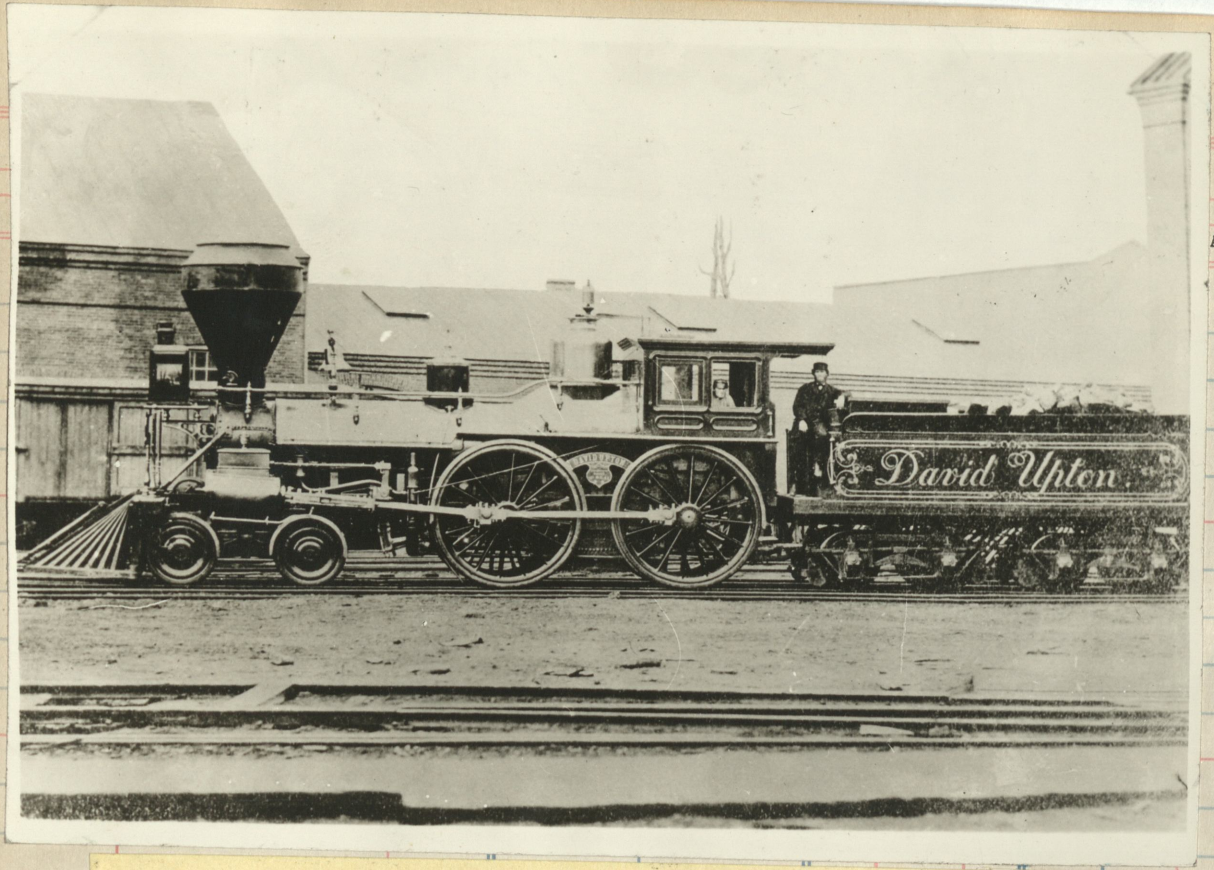
The first Deiesel run was right on time.

JAY

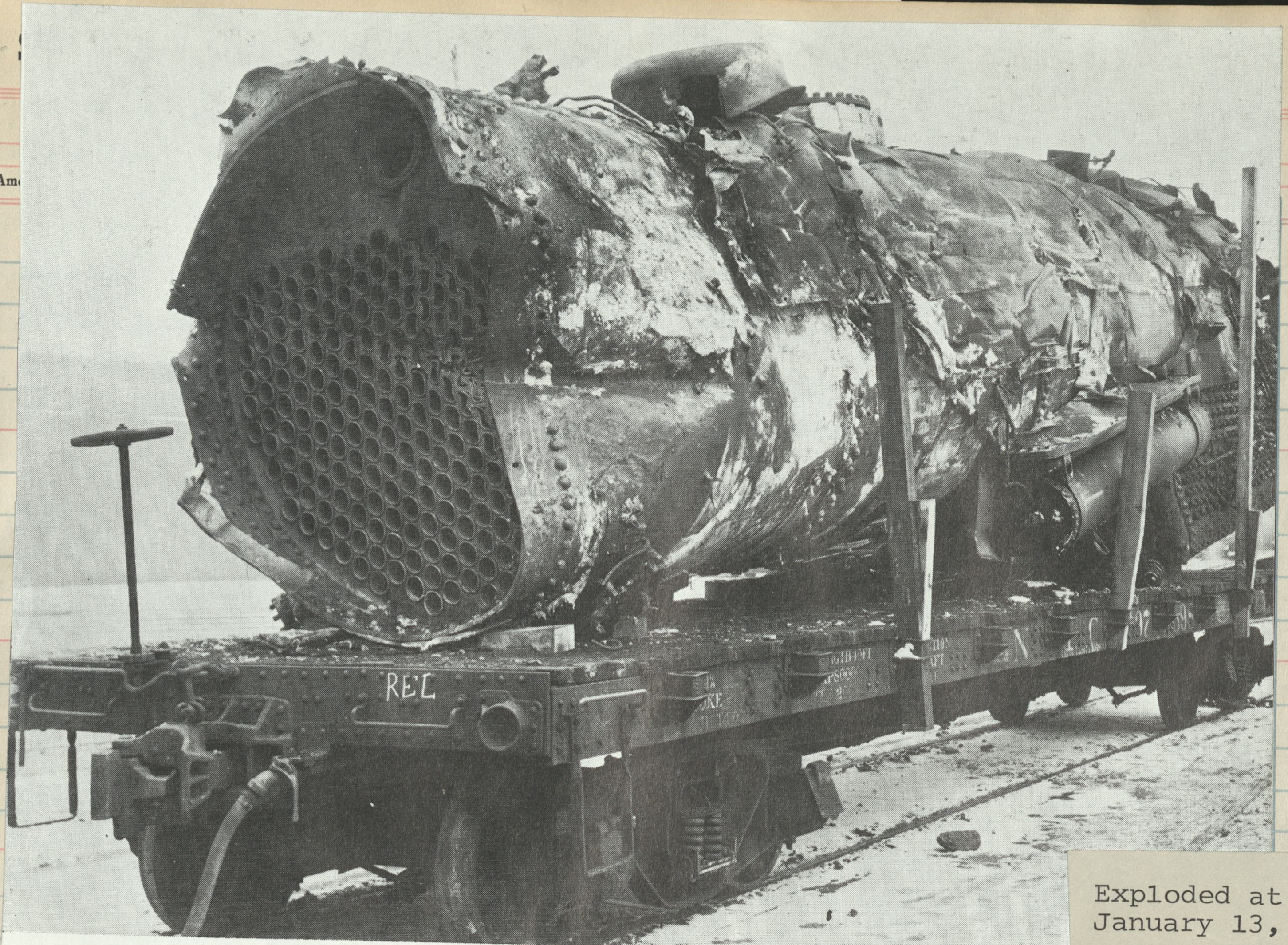


The 819 with Trn #101 at Crafts

Sold Amount Clos. No. Sold Amount


David Upton

The DAVID UPTON built by Schenectady
1854, c/n 78, was N.Y.C. #52

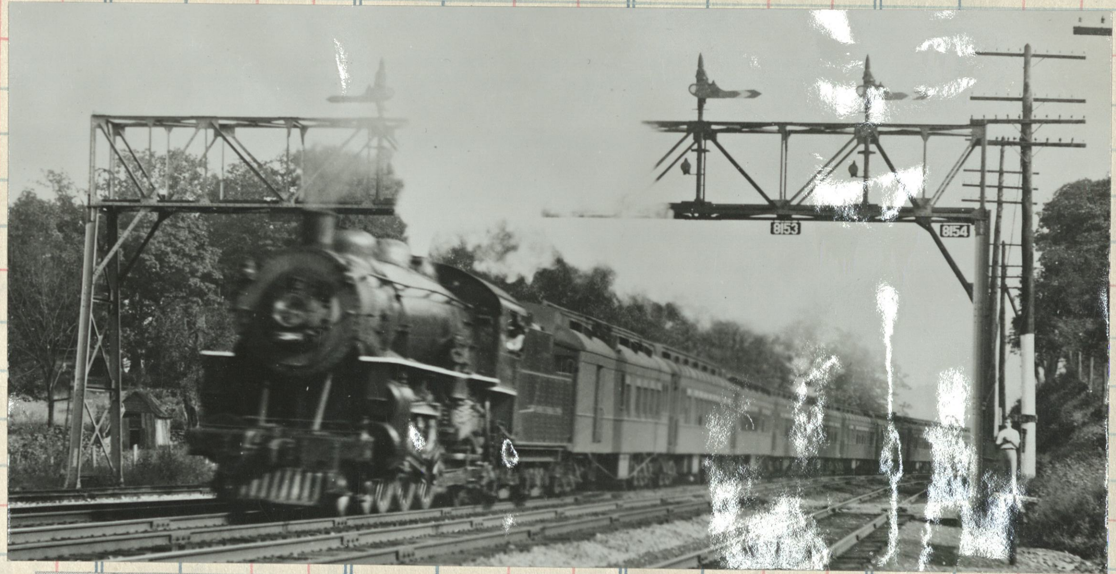


READY FOR SCRAPPING: The tremendous impact of explosion crunched and creased one-inch thick boiler plates and tubes of the New York Central's 2758.

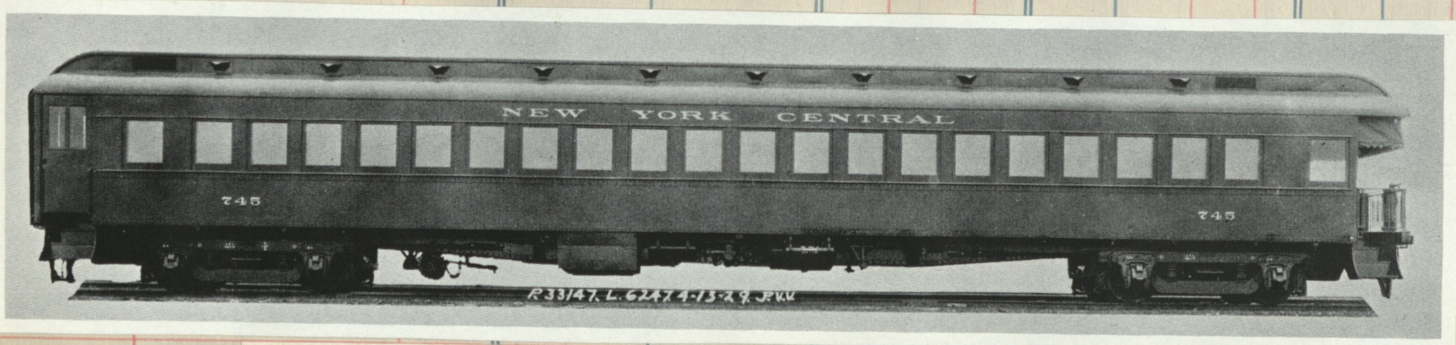
Exploded at Rome, N.Y.
January 13, 1927.

Washington St--Syracuse

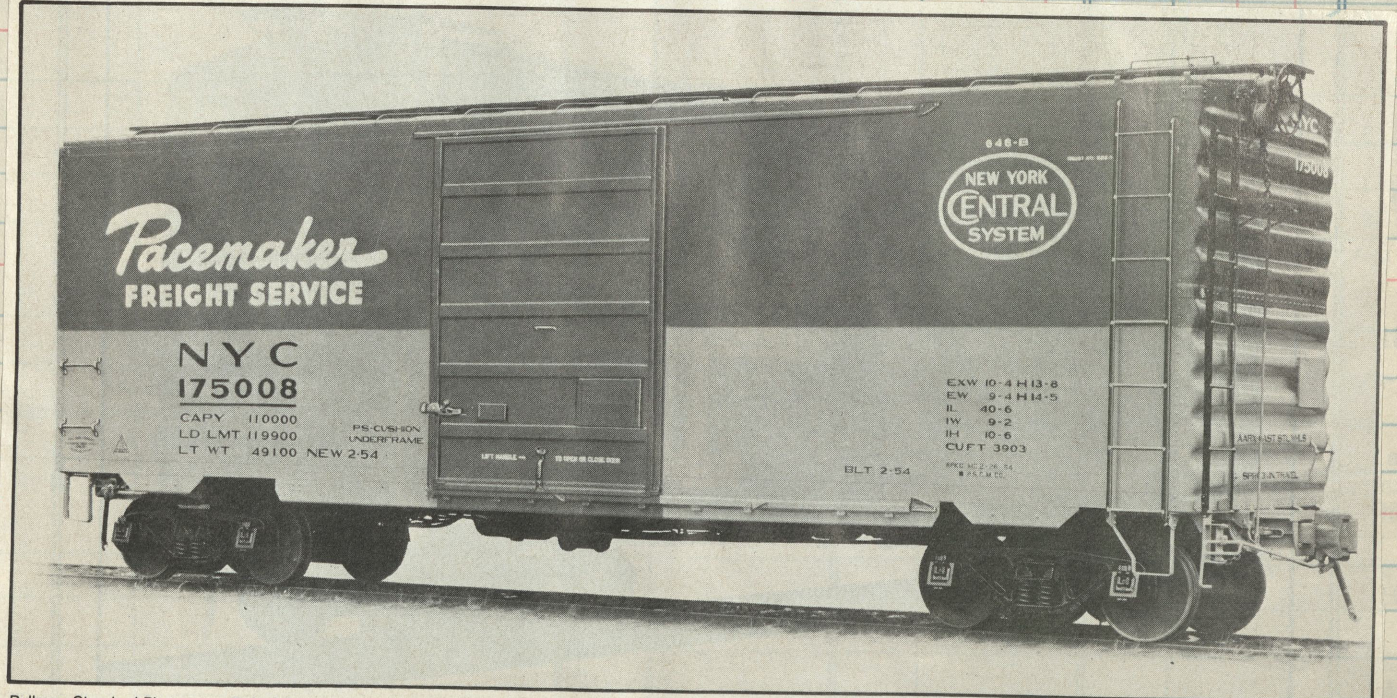
United States Military Academy, West Point—Seen from your car window



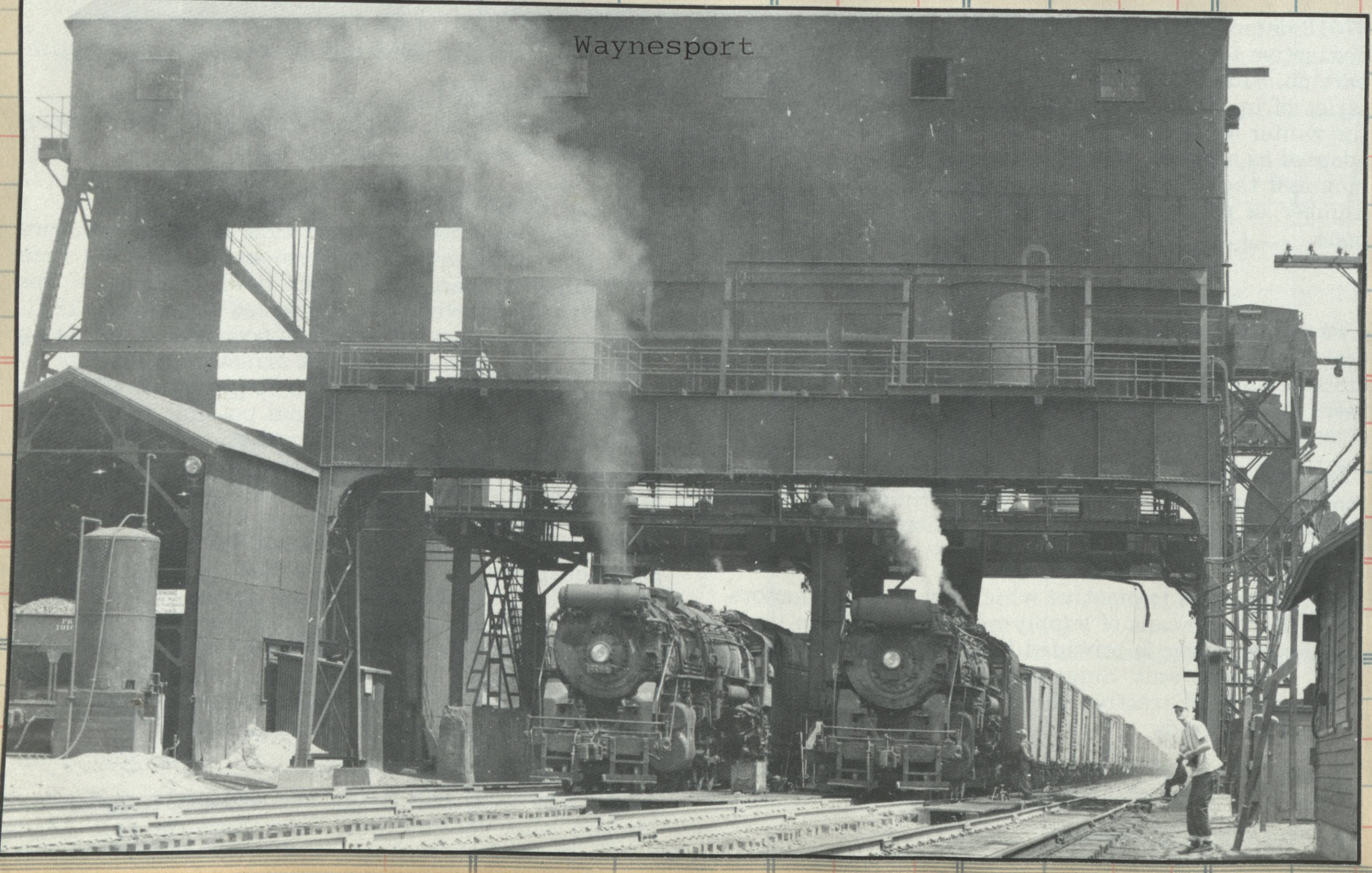
Train #6 east of Staatsburg 1913 with Eng 3432, K-3a
c/n 49463 Schenectady 1911, photo by W. G. Landon.
collection of Ed May


NEW YORK CENTRAL
745
745
R33147. L.6247 4-13-29. J.V.V

Observation coach-reblt by Pullman 1929


Pacemaker
FREIGHT SERVICE
NEW YORK CENTRAL SYSTEM
NYC
175008
CAPY 110000
LD LMT 119900
LT WT 49100 NEW 2-54
PS-CUSHION UNDERFRAME
EXW 10-4 H13-8
EW 9-4 H14-5
IL 40-6
IW 9-2
IH 10-6
CUFT 3903
BLT 2-54

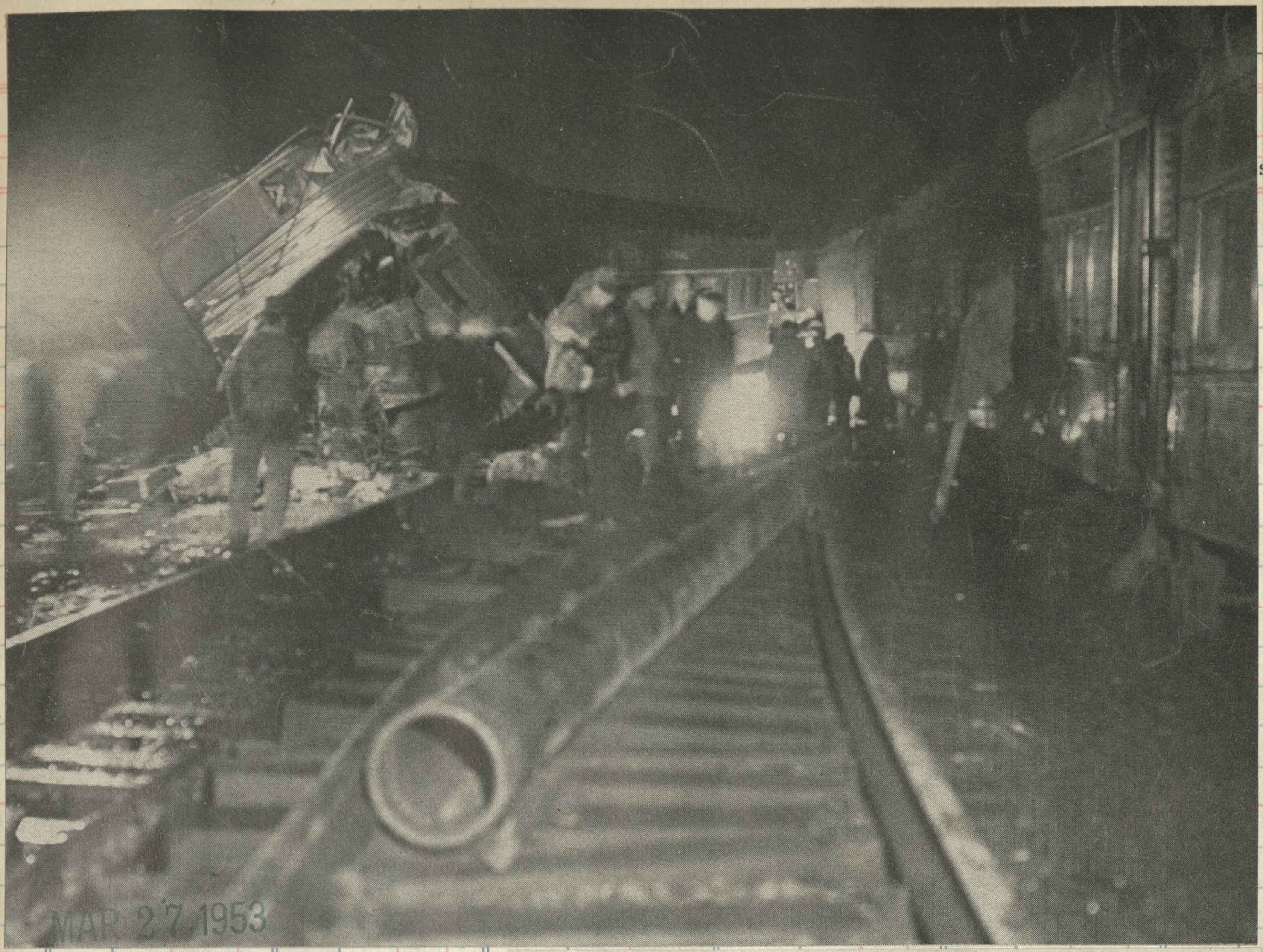
Pullman Standard Photo Built 2-54

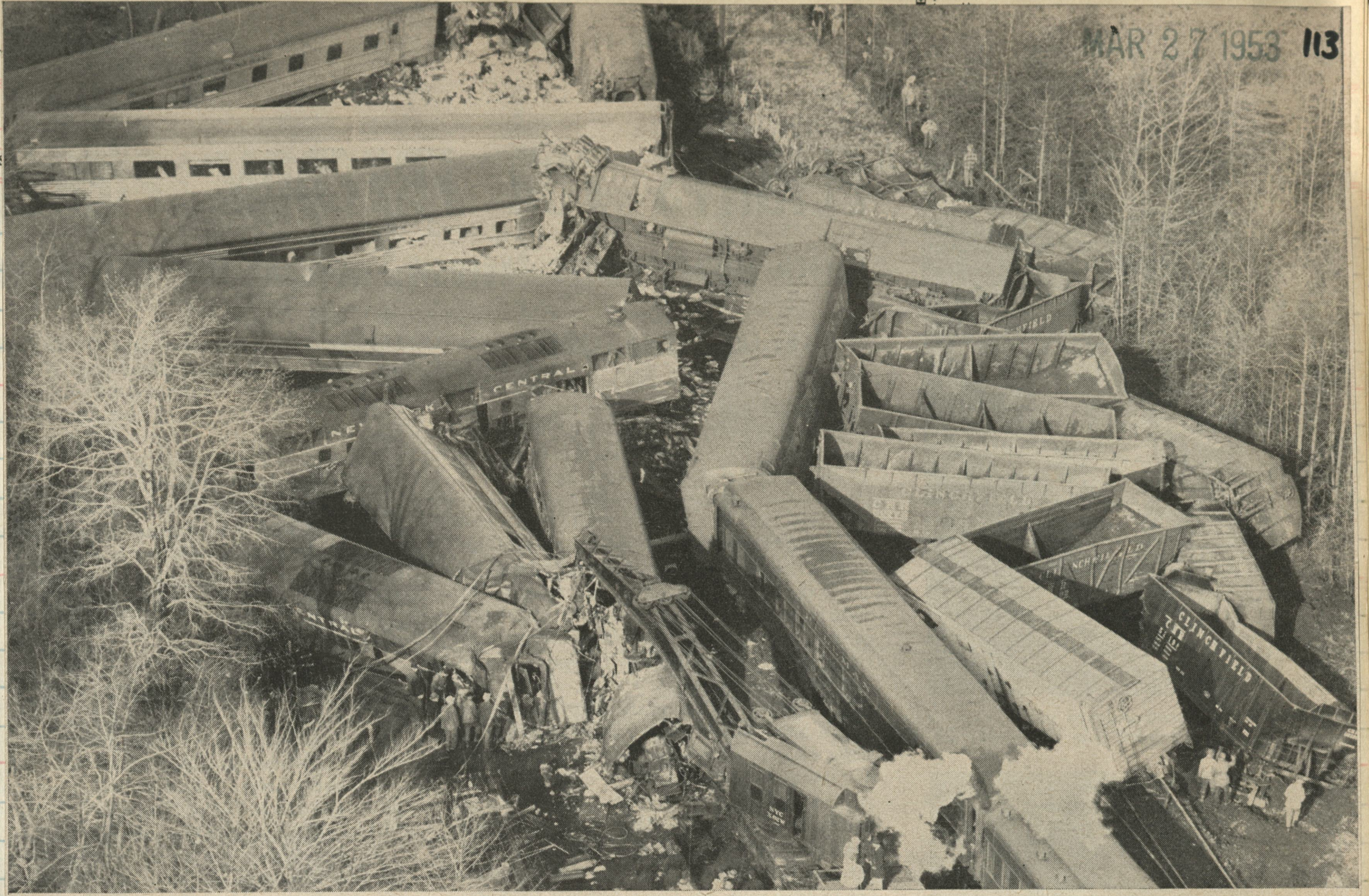


Waynesport

K-11

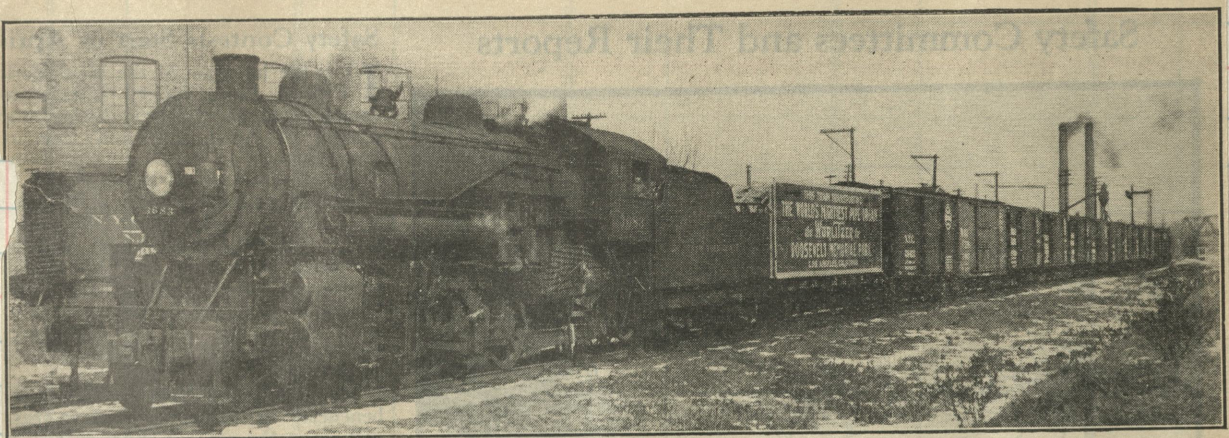
MAR 27 1953





Afterwards, somebody figured that the odds against such an accident were a million to one. But at exactly 10 o'clock one night last week, as an eastbound freight train roared across the Ohio border into Pennsylvania, a 35-foot length of 18-inch steel pipe slipped off a gondola. The pipe (*left, above*) thudded heavily onto adjoining tracks, bending a rail. At that instant a passing westbound Buffalo to Chicago passenger express struck the bent rail at an 80-mph clip. Its locomotive careened thunderously into another freight, spinning freight cars back into the passenger cars and spilling wreckage onto another adjoining passenger track. There, seconds later, the powerful headlight of the eastbound Southwestern Limited flared brilliantly on the tangled mass before plowing into it. In the nightmarish jumble of the three-way crash 22 died, 150 were injured.

New York Central Lines Magazine for March, 1925 55



This special train conveyed the largest pipe organ in the world from North Tonawanda, N. Y., to the Roosevelt Memorial Park, Los Angeles.

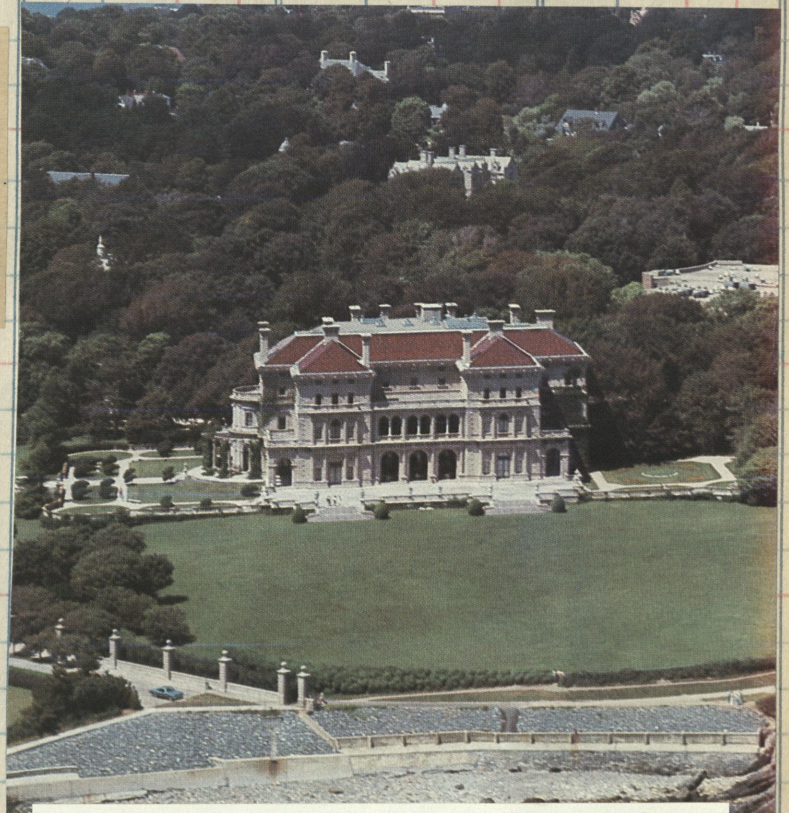
World's Largest Organ Shipped Via N. Y. C.

A SPECIAL train of thirteen cars was necessary to carry a mammoth pipe organ, the largest in the world, from the factory of the Rudolph Wurlitzer Manufacturing Company at North Tonawanda, N. Y., to the Roosevelt Memorial Park, Los Angeles. Henry G. Wittler, of the Roosevelt Memorial Park Association, accompanied the train.

The train's departure was marked by a number of ceremonies. Miss Priscilla Dean, the noted film actress, opened the throttle and started the train on its trip to the Pacific Coast. Twelve of the freight cars were used to house the organ and its parts. The thirteenth car was a flat car on which was mounted a large sign that described the train and its purpose.

The train was routed via Buffalo to Chicago over the New York Central, thence via the Chicago & Alton Railroad to St. Louis; over the Missouri Pacific to Kansas City; the Burlington Route to Council Bluffs, Ia.; the Union Pacific to Ogden, and over the Southern Pacific via San Francisco to Los Angeles.

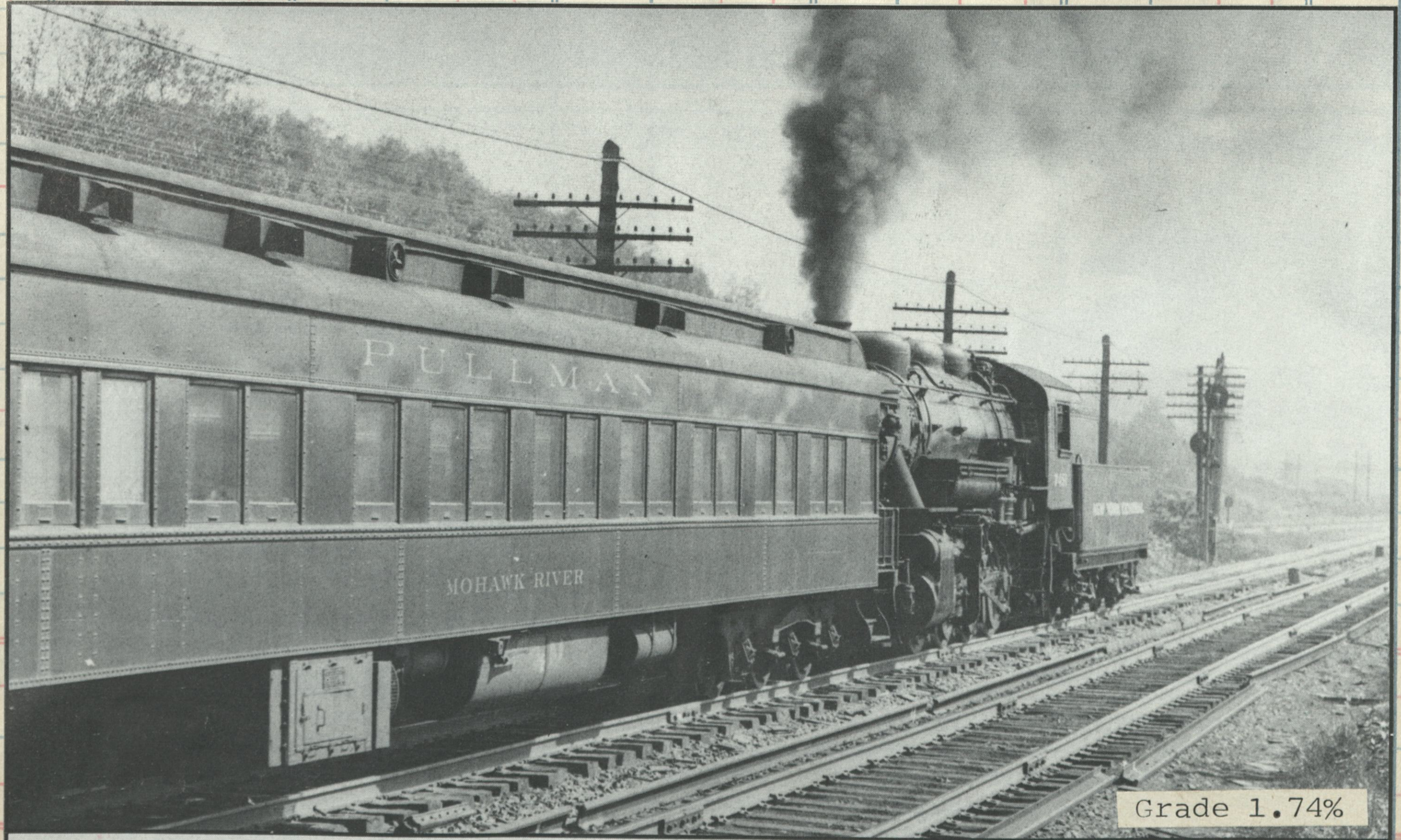
At the largest stations along the way Mr. Wittler made a short address. At some stations in the West bands greeted the arrival of the train.



THE BREAKERS, Ochre Point Avenue

The Breakers was built in 1895 for Cornelius Vanderbilt. It was designed by Richard Morris Hunt and resembles 16th century north Italian palaces. The "Cottage" was used as a children's playhouse. The grounds overlook the Atlantic Ocean and Cliff Walk.

NEWPORT, RHODE ISLAND



The other end of train First 51, the Empire, on West Albany hill in August 1941. The pusher engine 7451 will cut off on the fly in another mile at the top of the grade.
Unlike the cars ahead which were destined for Cleveland, the parlor observation Mohawk River went through to Toronto, on TH&B #83 from Buffalo. This particular car was renamed Huron River after the NYC bought it from the Pullman Company in 1942 for service on the Detroit-Chicago Twilight.

Besides founding the New York Central Railroad, Commodore Vanderbilt gave $1 million to establish Vanderbilt University at Nashville, Tenn.

MARBLE HOUSE, Bellevue Avenue

Marble House, one of the most sumptuous of Newport's "cottages," was completed in 1892 for William K. Vanderbilt. Designed by Richard Morris Hunt it takes its name from the many kinds of marble used in its construction and decoration. It has all original furnishings.

Newport, R.I.

THE NEW YORK
CENTRAL LINES MAGAZINE

Volume V APRIL, 1924 Number 1

President A. H. Smith Killed in Accident

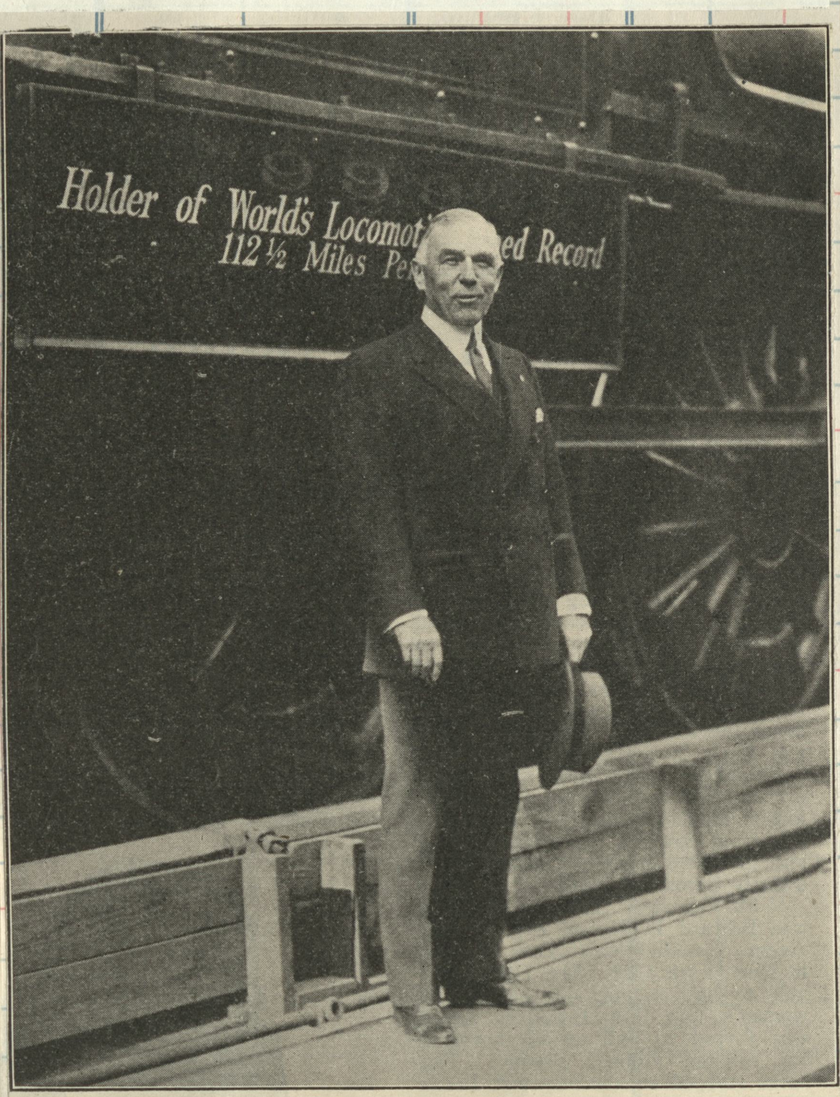
Thrown From Horse in Central Park When He Reins Up Sharply to Save Woman Rider from Collision

ALFRED HOLLAND SMITH, President of the New York Central Lines since 1914, except for the war period, during which he was Assistant to the Director General and later Regional Director of the Eastern Region for the United States Railroad Administration, was instantly killed late Saturday afternoon, March 8, by being thrown from his horse in Central Park, New York City.

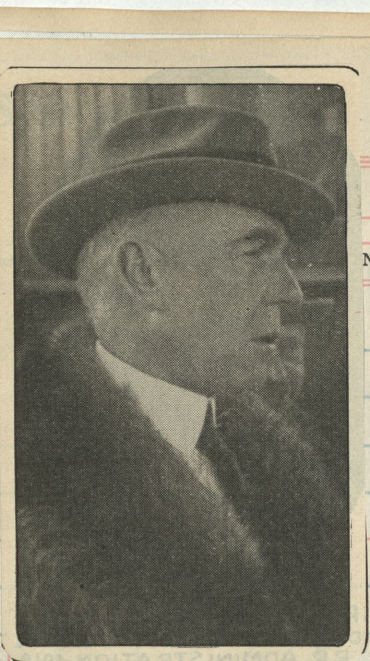
Private funeral services, attended only by his family and household servants, together with one or two friends, were held the morning of March 12, at Mr. Smith's country home in Chappaqua, N. Y., in Westchester County, about 33 miles from New York City. The body was placed upon a special train by a guard of honor of railroad police and brought to Grand Central Terminal. Thence it was taken by automobile hearse, escorted by motorcycle police, up Park Avenue and across to St. Thomas' Church in Fifth Avenue.

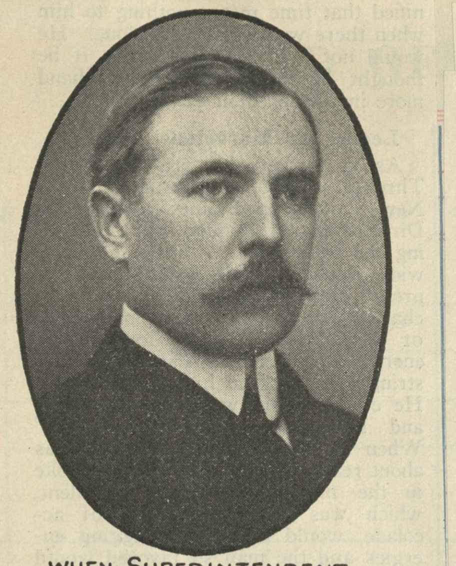
The stately edifice was filled to capacity with one of the most representative gatherings of men of affairs that New York has ever seen. The display of flowers was the greatest that even this famous, nationally known church had ever held. The usual Episcopal funeral service was read. There was no eulogy. The services were broadcast over the radio by Station WJZ, and hundreds of employes and their families listened in to the comforting words of the ritual. From the church, the casket, hidden under a blanket of flowers that was the last gift of the bereaved widow, was taken to Woodlawn Cemetery, where it was placed in the beautiful receiving tomb. Thus ended one of the finest careers in contemporary American life, a career which, as the press of the nation joined in pointing out, is an inspiration to aspiring American youth.

From 2.58 till 3 o'clock on the day of the funeral the historic old bell used in the first Grand Central Terminal and now hanging in the main Concourse of the present Terminal, was tolled. At 3 o'clock, for one minute, every train stopped and all other railroad activities were suspended.

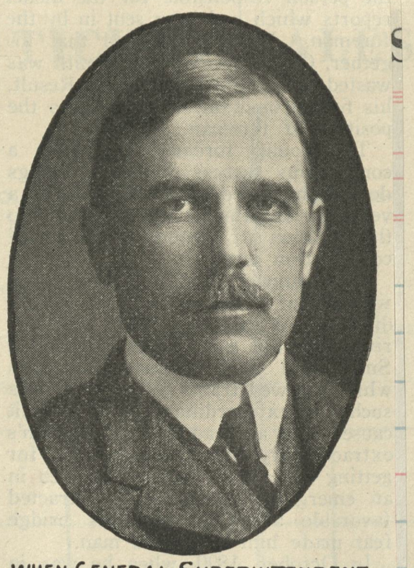

Holder of World's Locomot ed Record
112 ½ Miles Pe

Snapshot of President Smith, taken Monday, November 12, in Grand Central Terminal, standing in front of Engine 999, on exhibition there as part of the Service-Progress Special.

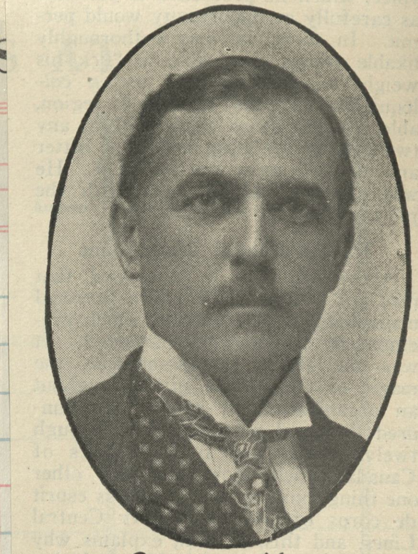




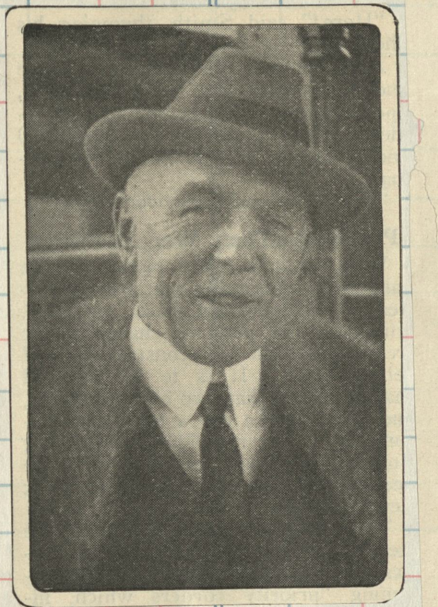
WHEN SUPERINTENDENT
MICHIGAN DIVISION, AT TOLEDO-1897-1901



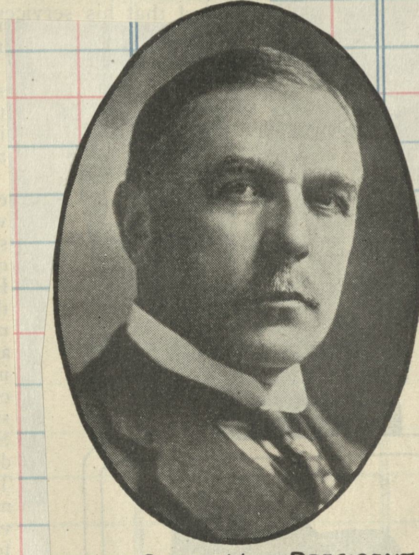
WHEN GENERAL SUPERINTENDENT
L.S.&M.S., AT CLEVELAND-1901-02



WHEN GENERAL MANAGER
AT NEW YORK, N.Y.C.&H.R.-1903-06.



WHEN VICE-PRESIDENT & GENERAL MANAGER
AT NEW YORK-1906-12.



WHEN SENIOR VICE-PRESIDENT
AT NEW YORK-1913-14.

Mrs. Smith's Special Train Sets New Record

WHEN the fatal accident to President Smith occurred, Mrs. Smith was in Los Angeles. She was notified at once and arrangements were made to bring her back across the continent in time for the funeral.

The trip that she made in a special train has gone down in railroad history as possibly the fastest coast-to-coast run ever made. The Santa Fe Railroad courteously placed at her disposal a special train, which ran straight through from Los Angeles to Chicago, 2,233 miles, stopping only to change engines and replenish fuel and water.

President W. B. Storey, Vice-President A. G. Wells and General Manager W. K. Etter of the Santa Fe personally arranged and looked after the transportation of Mrs. Smith and her companions with the utmost of speed, safety and comfort.

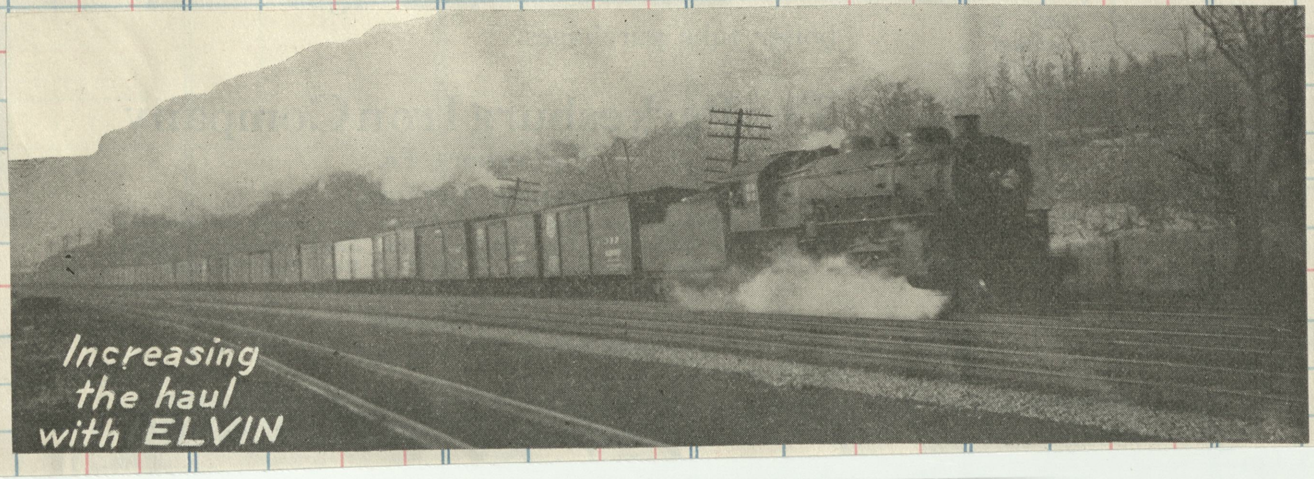
At Chicago Mrs. Smith transferred to a New York Central special train, which took her direct to Chappaqua. The running time between Los Angeles and Chappaqua was 68 hours and 11 minutes. The nearest previous record to this was made in May, 1906, when an E. H. Harriman train crossed the continent in 71 hours 27 minutes.

The trip from Los Angeles was a striking testimony of the efficiency of Santa Fe service. Mrs. Smith's special train left Los Angeles at 12:13 Sunday morning and arrived in Chicago at 3:30 A.M. Tuesday morning, having made the trip in 49 hours 18 minutes. The regular schedule is 68 hours. Mrs. Smith's special therefore cut off 18 hours 42 minutes from the schedule.

The schedule of the special over the New York Central was as follows:

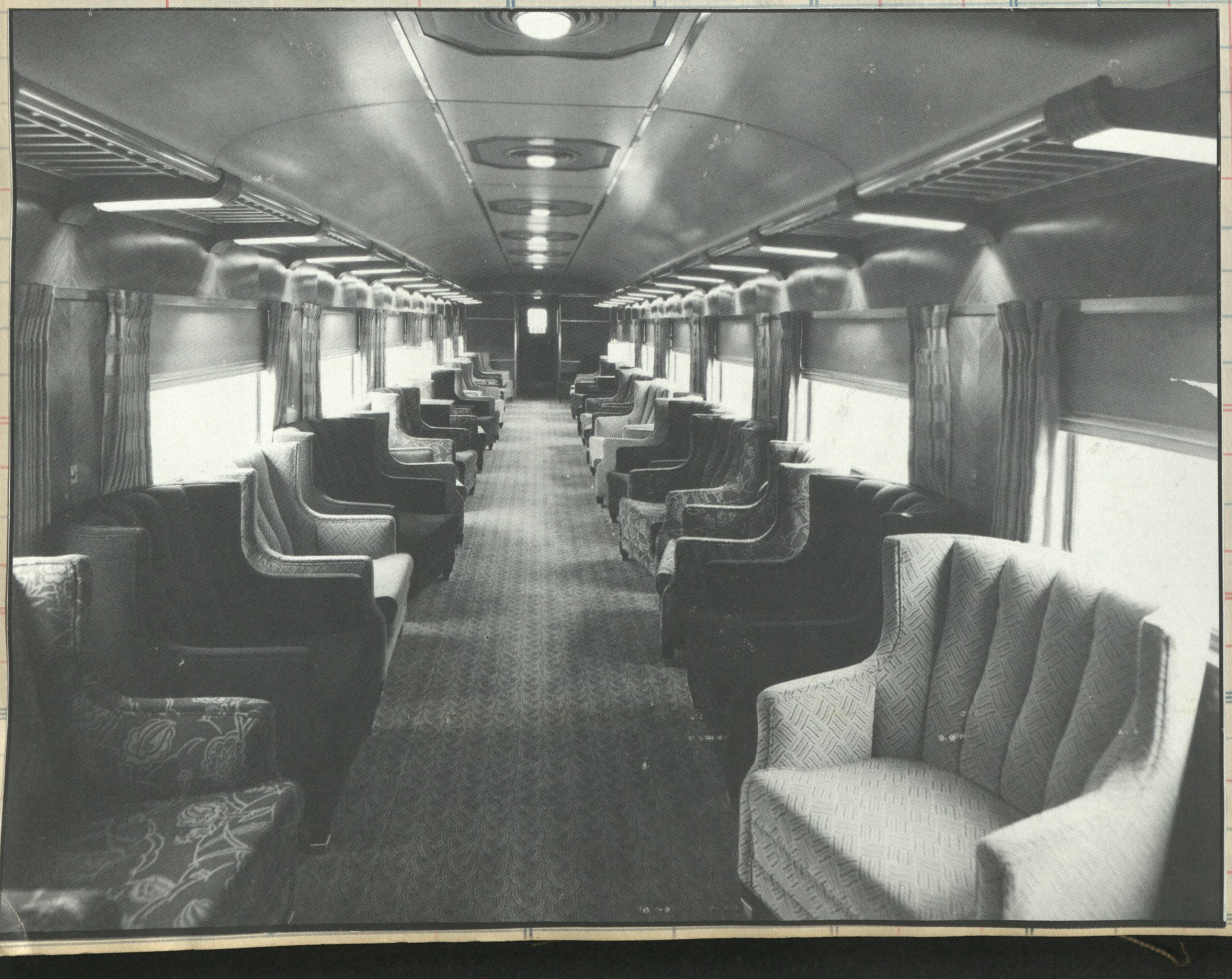
Chicago	Lv.	4:06 A.M.
Elkhart		6:06 A.M.
Toledo (C.T.)	Ar.	8:30 A.M.
(E.T.)	Lv.	9:34 A.M.
Cleveland	Ar.	11:45 A.M.
	Lv.	11:49 A.M.
Buffalo	Ar.	3:18 P.M.
	Lv.	3:24 P.M.
Rochester		4:43 P.M.
Syracuse	Ar.	6.08 P.M.
	Lv.	6:11 P.M.
Albany	Ar.	8:51 P.M.
	Lv.	8:59 P.M.
Chatham	Ar.	9:29 P.M.
	Lv.	9:34 P.M.
Chappaqua	Ar.	11:57 P.M.

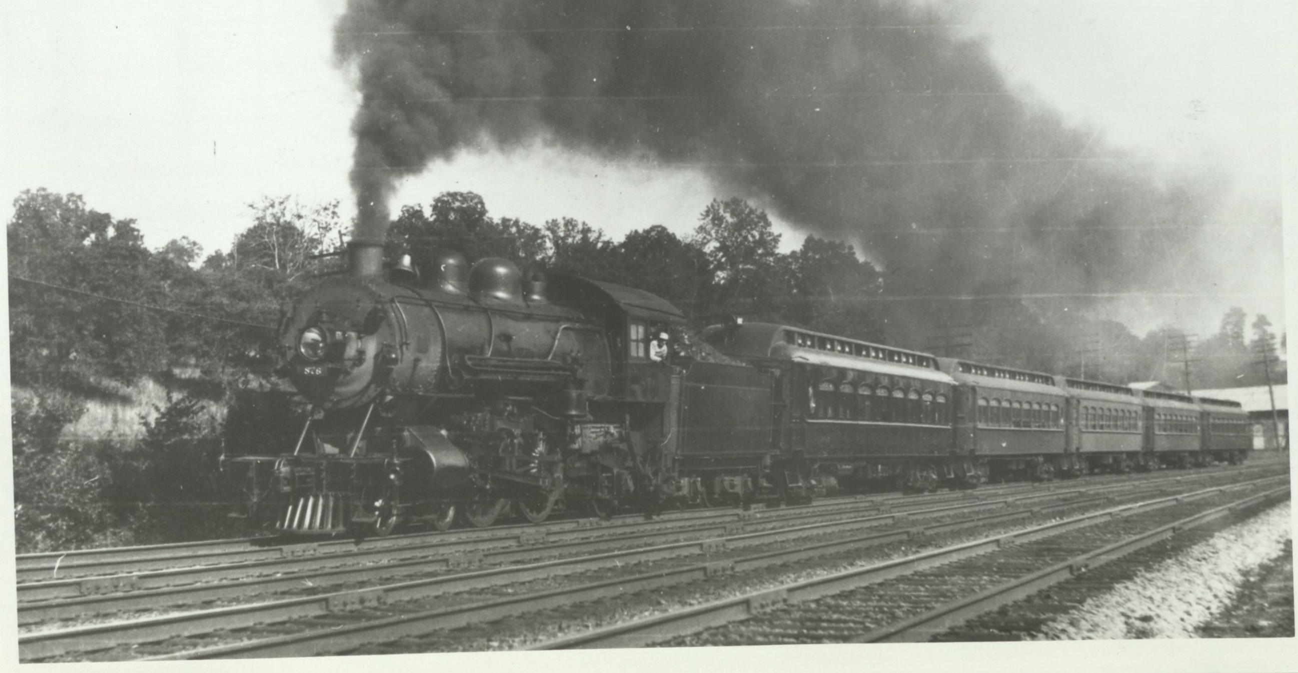
Excluding the year he passed as Regional Director, Mr. Smith was in the service of the New York Central for 43 years and 11 months. He would have been 61 years old had he lived till April 26.



K-11

Parlor car "Samuel J. Tilden" built by Budd 1941





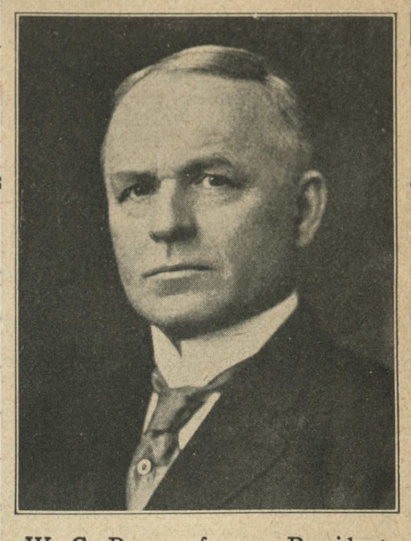
A Peekskill local
of five MU Cars
being hustled out
of Croton by 4-4-2
#876, Org #3876,
Schenectady 1905
c/n 37838

foto (c 1915) from
Ed May collection

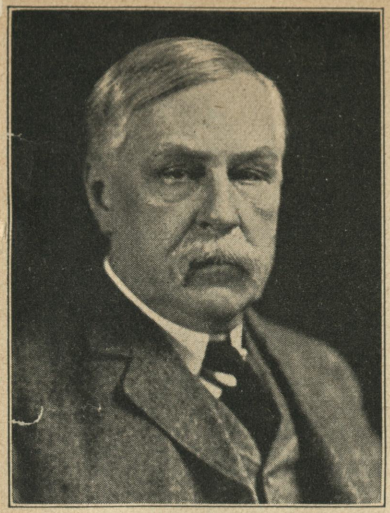
Clos. No. Amount Clos. No.

The Only Route Along The Hudson River

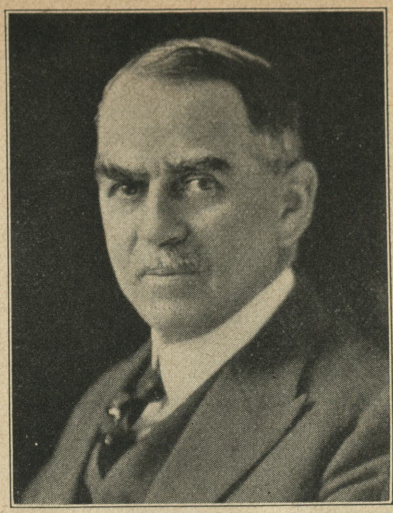
22 *New York Central Lines Magazine for September, 1925*



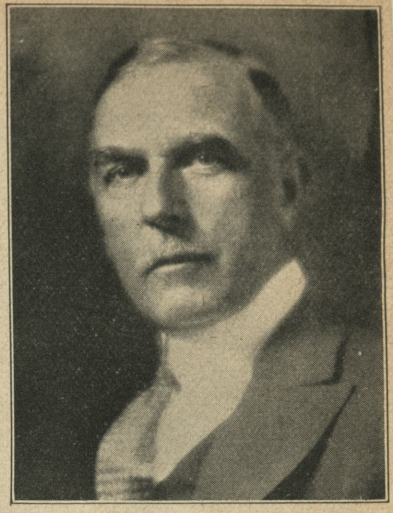
W. C. Brown, former President



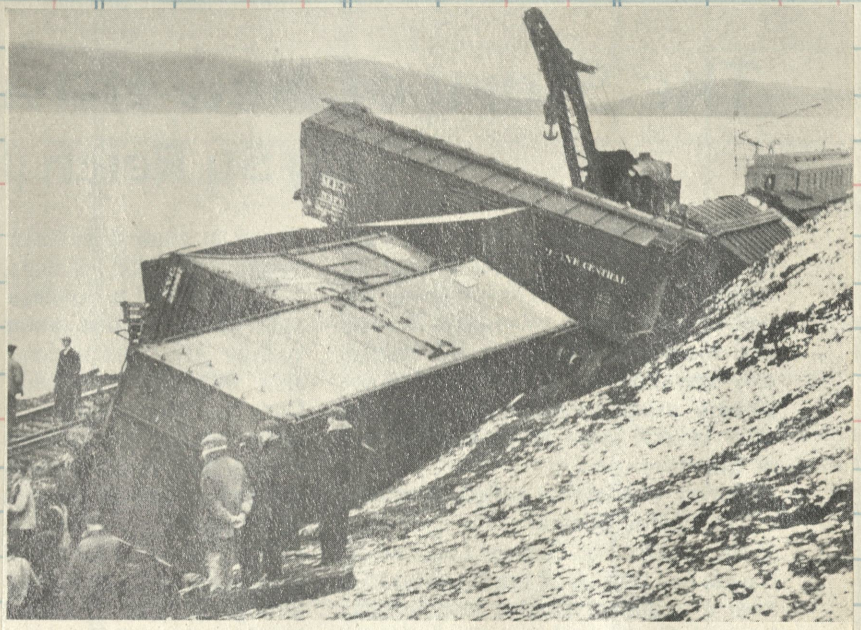
W. H. Newman, former President



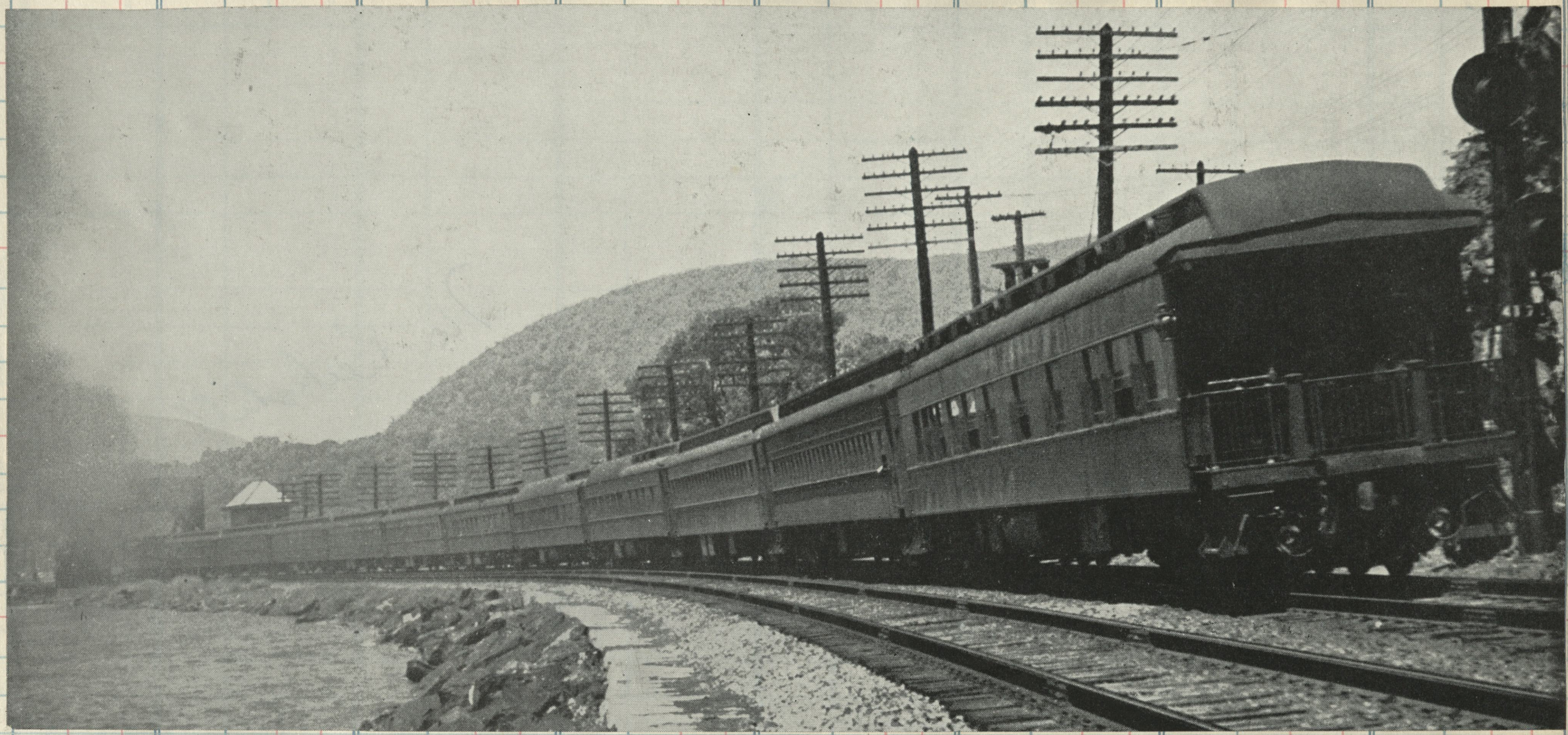
P. E. Crowley, President



A. H. Smith, former President

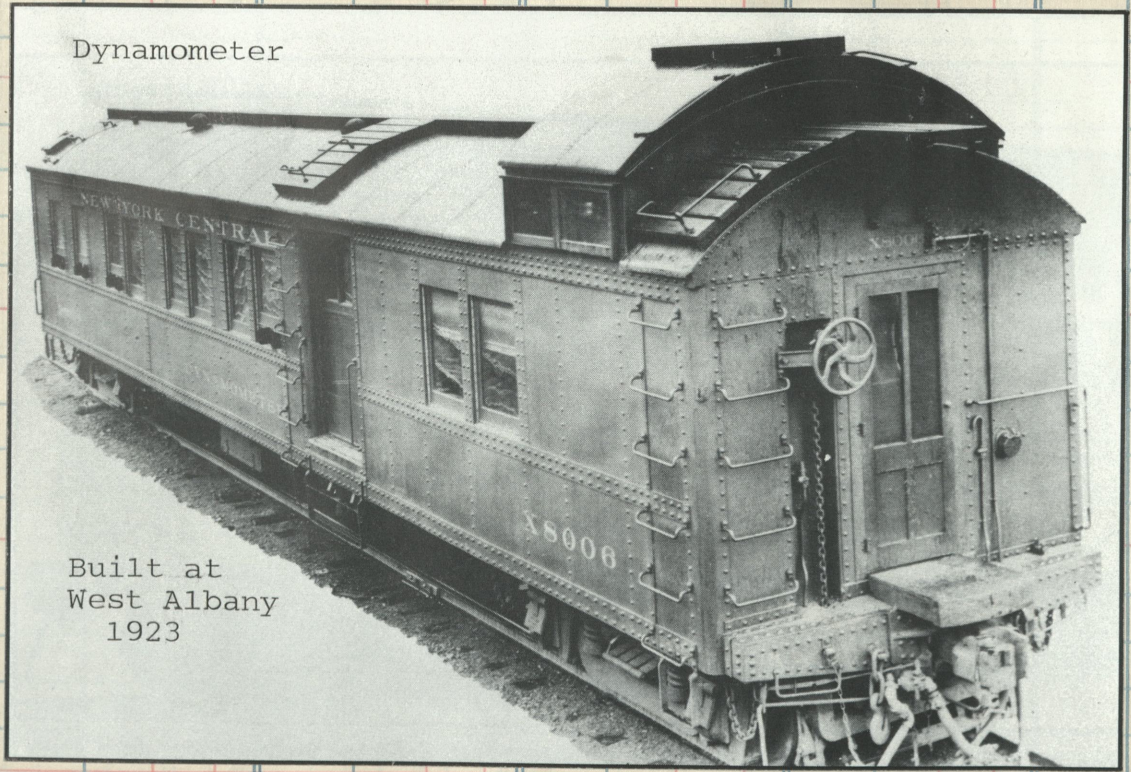


Piled like jackstraws along the bank of the ice-filled Hudson River were 15 cars of New York Central train derailed at Greendale, N.Y., in 1931.



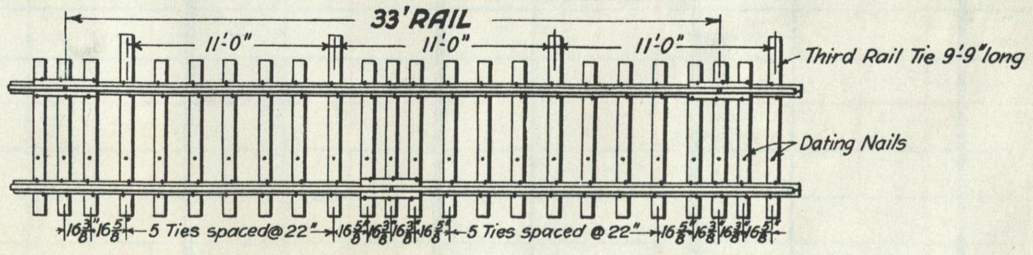
Trn #5 along the Hudson at Roa Hook

Dynamometer



Built at
West Albany
1923

An outstanding feature of N.Y.C. track was the use of six bolt angle bars and a full tie placed under each rail joint. This made a stronger and smoother joint. It was an additional improvement, and expense, that few other roads used in their trackage.


33' RAIL
11'-0"
11'-0"
11'-0"
Third Rail Tie 9'-9" long
Dating Nails
16 3/8" 16 5/8" 5 Ties spaced @ 22" 16 5/8" 16 3/8" 16 3/8" 16 5/8" 5 Ties spaced @ 22" 16 5/8" 16 3/8" 16 3/8" 16 5/8"

GENERAL NOTES:

Ties shall be laid heart side down and at right angles to the rail. On single main tracks, ties shall be lined preferably on the south or west side; for multiple main tracks they shall be lined on the outside. The line for 8'-0" ties shall be 4'-0" and for 8'-6" ties 4'-3" from center line of track. Third rail ties shall be 9'-9" long, location subject to local conditions.

Outside spikes shall be on the same side of the center line of the tie and inside spikes on the side opposite to the outside spikes. At joints, the spikes shall be driven in the splice bar slots except on open floor bridges.-Where location of spikes is not fixed by the tie plate punching, splice bar slots or prebored holes, the spikes shall be staggered as much as possible but driven not closer than two inches from edge of tie.

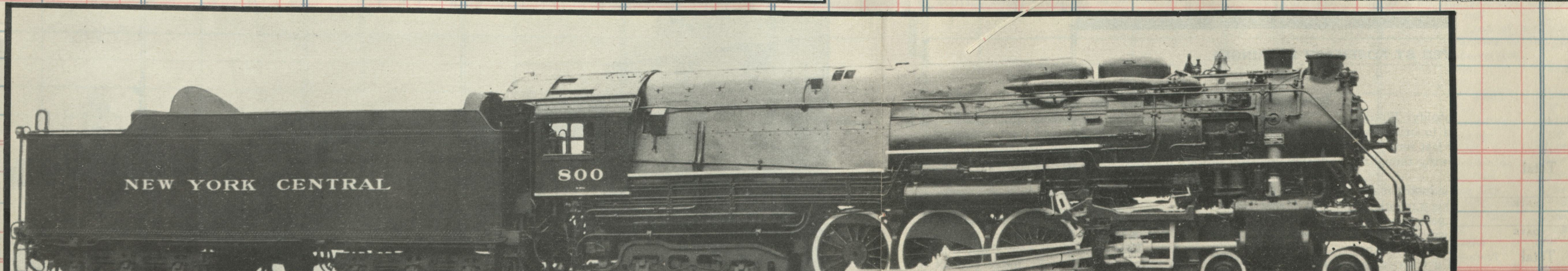
Each tie shall be marked with a dating nail, indicating year placed. Dating nails shall be driven between rails 14 inches from base of south or west rail.

The tie spacings shown on this plan are for use with 38 in. splice bar.

NEW YORK CENTRAL LINES
STANDARD
TIE SPACING,
SPIKING AND DATING
FOR THIRD RAIL TERRITORY

REH

PRESIDENT



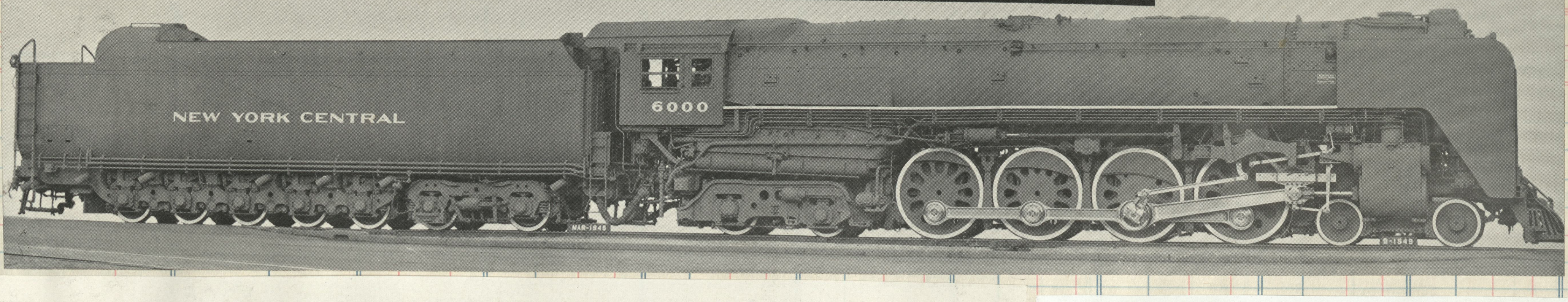
As noted compounding was never much of an issue with the N.Y.C., but, in 1931 they had Schenectady turn out the 800, a COMPOUND that even L.F.Loree would view with envy. Boiler pressures (by sections) of 500, 850, 1300 and 1700 psi engine crews looked on her as a time bomb. It was the first 4-8-4 to work the NYC but tests were not that impressive and she was taken out of service in 1939. Cyls were [1] 13.5x30 and [2] 23x30, dvs 69", TE (w/b) 79,750#. Class HS-1a c/n 68055, renoed in 1936 as #80.

superlative S class 4-8-4's

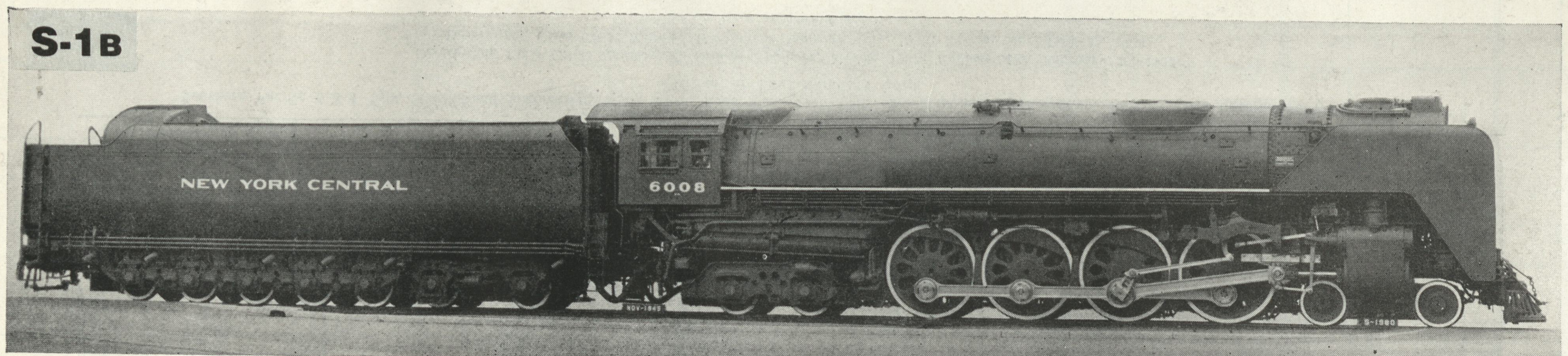
SELLER
DATE
FORM

Clos. No. | Sold | Amount

S-1A



S-1B

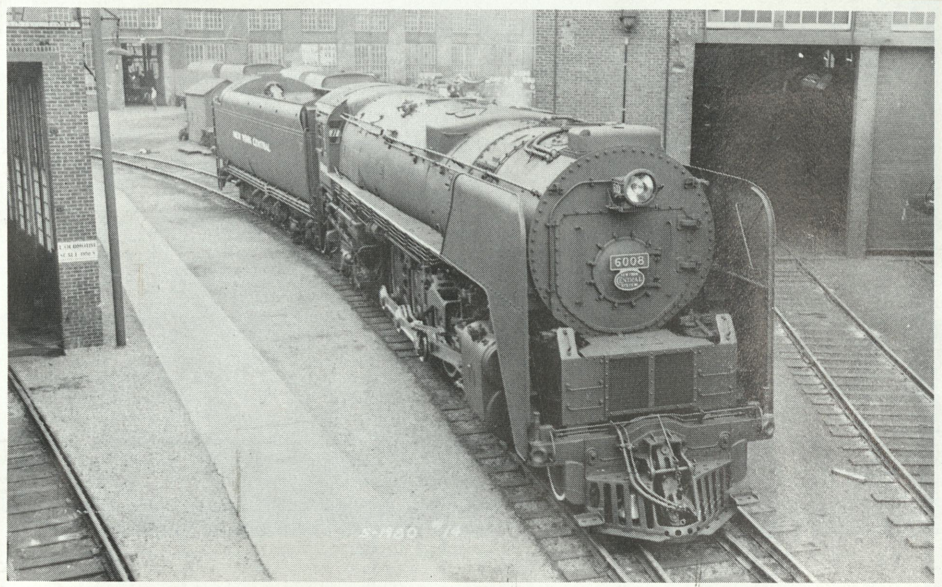


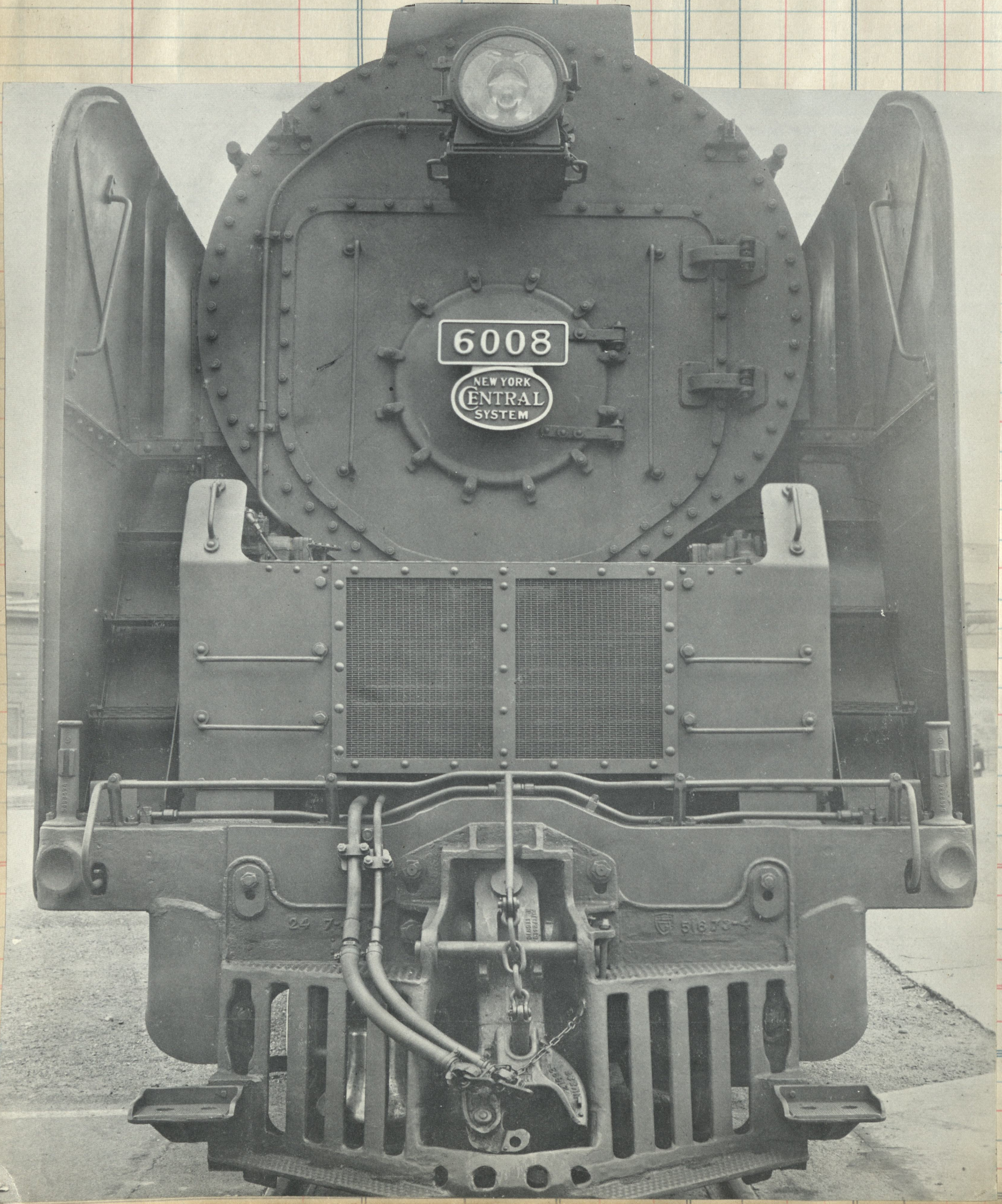
c/n 73786

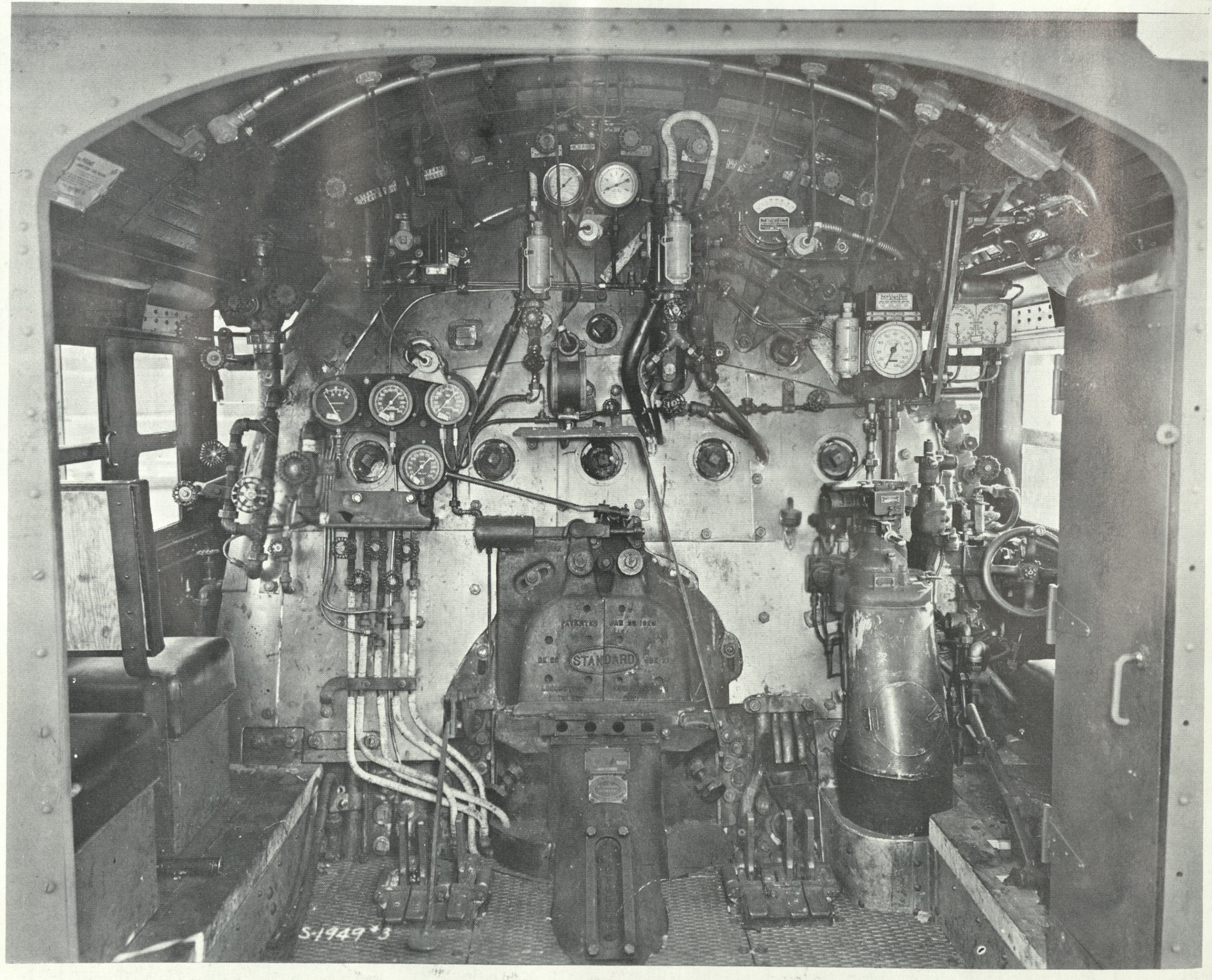
New York Central 4-8-4 Type Locomotive, Class S-1a for passenger service. Road Nos. 6001-6025. Built by the American Locomotive Company. 1945-46

Tractive force	61,500 lb.	Total weight of engine	471,000 lb.	Fuel	Soft coal
Cylinders, diameter and stroke	25½ in. x 32 in.	Weight of tender, ⅔ loaded	377,400 lb.	Grate area	101 sq. ft.
Drivers, diameter	79 in.	Wriving wheel base	20 ft. 6 in.	Steam pressure	275 lb.
Weight on drivers	275,000 lb.	Total engine wheel base	48 ft. 5 in.	Evaporative heating surface	499 + 4,320 = 4,819 sq. ft.
Weight on front truck	91,400 lb.	Boiler diameter	90 in.	Superheating surface (Type E)	2,073 sq. ft.
Weight on trailing truck	104,600 lb.	Firebox, length and with	151¹/₁₆ x 96¼ in.	Tender capacity	18,000 gal., 46 tons

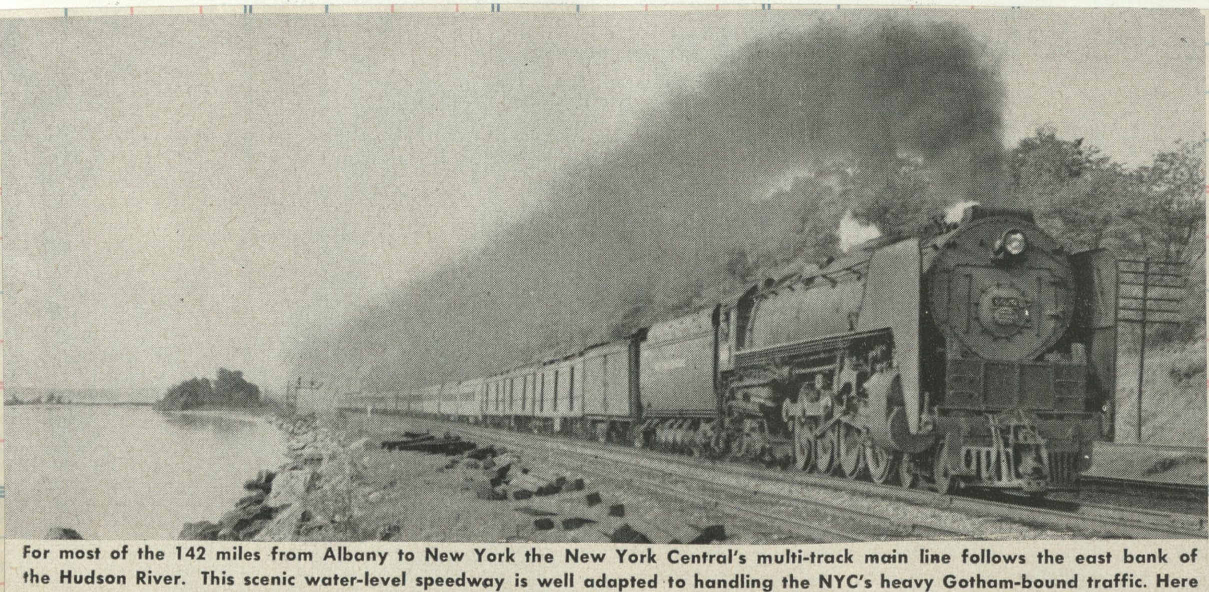
Descriptions: *Railway Mechanical Engineer*, October 1945; *Railway Age*, September 22, 1945.





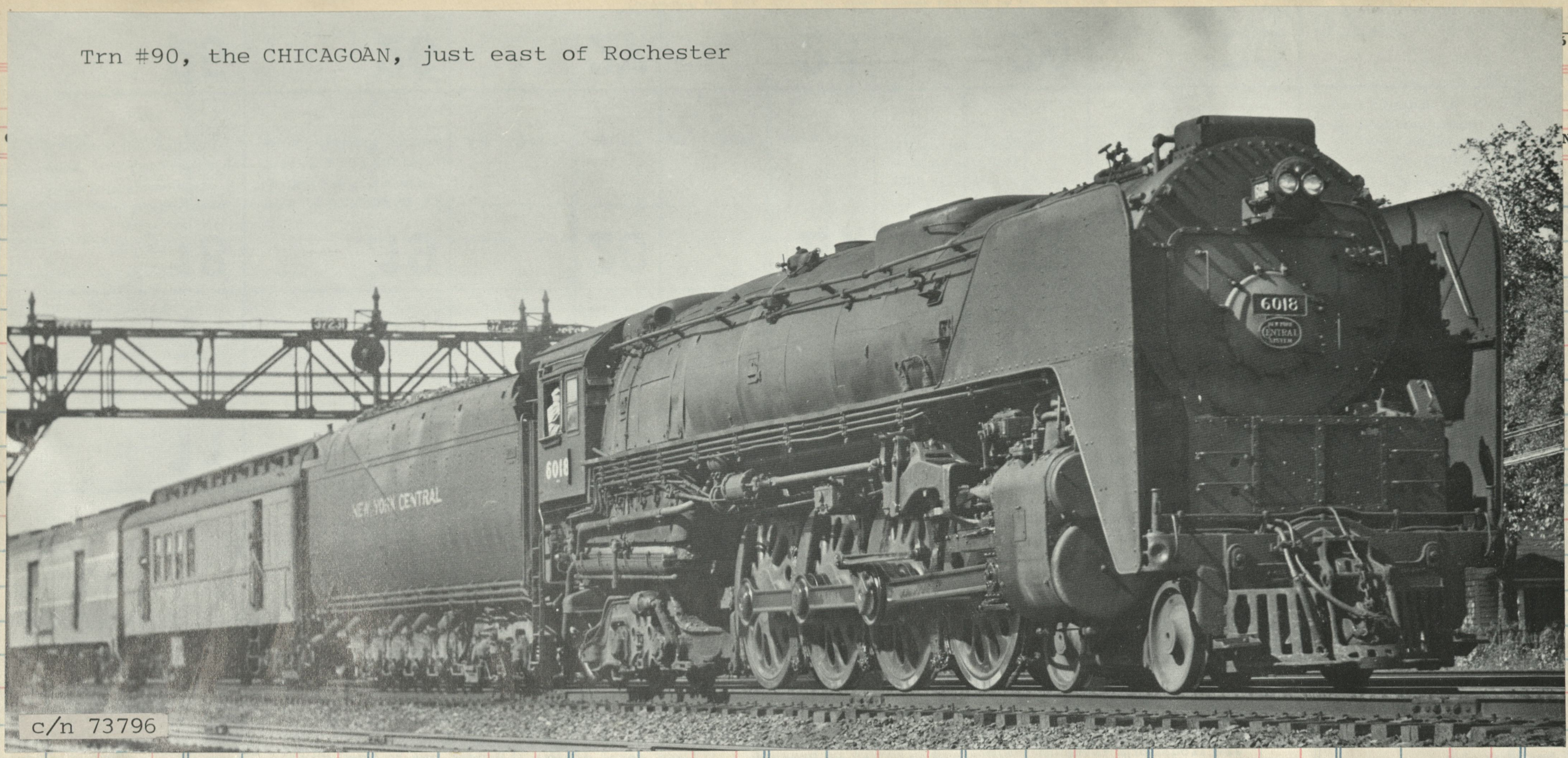


Backhead view of Niagara 6001. Although a large modern steam locomotive, the Niagaras were designed for efficient operation with well laid out controls and gauges for the engine crew.



For most of the 142 miles from Albany to New York the New York Central's multi-track main line follows the east bank of the Hudson River. This scenic water-level speedway is well adapted to handling the NYC's heavy Gotham-bound traffic. Here Niagara-class 4-8-4 No. 6020 rolls the 17-car Laurentian past Stuyvesant Junction on the NYC division named for the river.

The 6020 was the last engine to operate out of Harmon-Aug 7, 1953



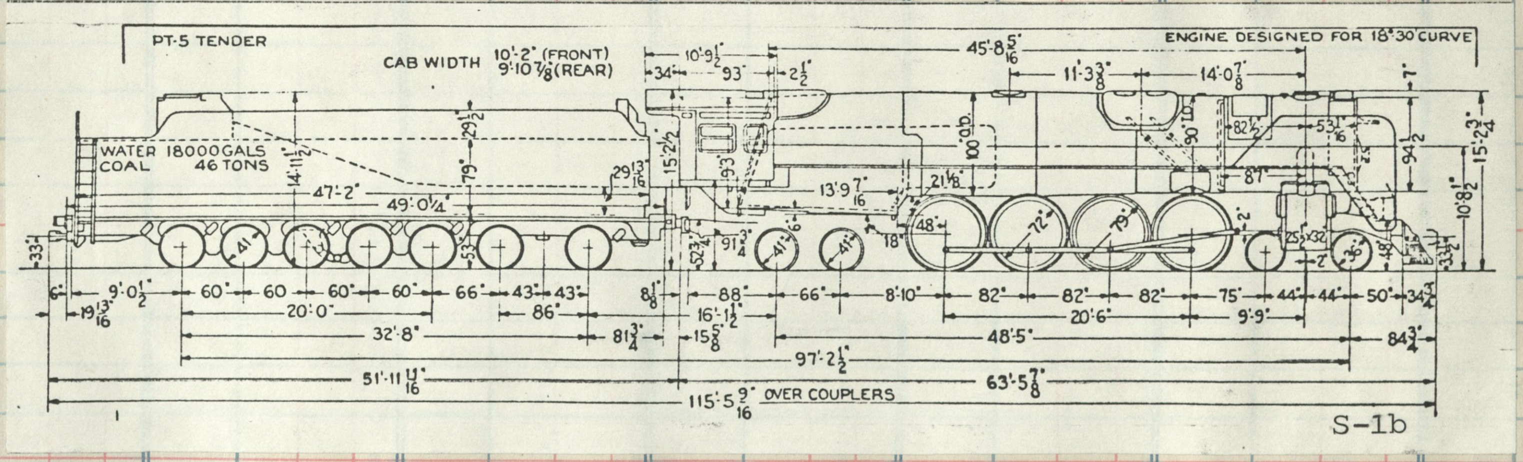
Trn #90, the CHICAGOAN, just east of Rochester

c/n 73796

6018
NEW YORK CENTRAL

The 6007 glides thru a short bore near Camp Smith, N.Y. with Trn #64 "Water Level Limited".

Motive-power experts agree that New York Central's Niagara ranks as one of this country's best steam locomotives. Likewise, rail travelers concur that the Central's Hudson River run from New York City up to Albany is one of the prettiest in the East. Put the two together and you have this — the Advance Knickerbocker speeding past Oscawana behind 4-8-4 No. 6005.



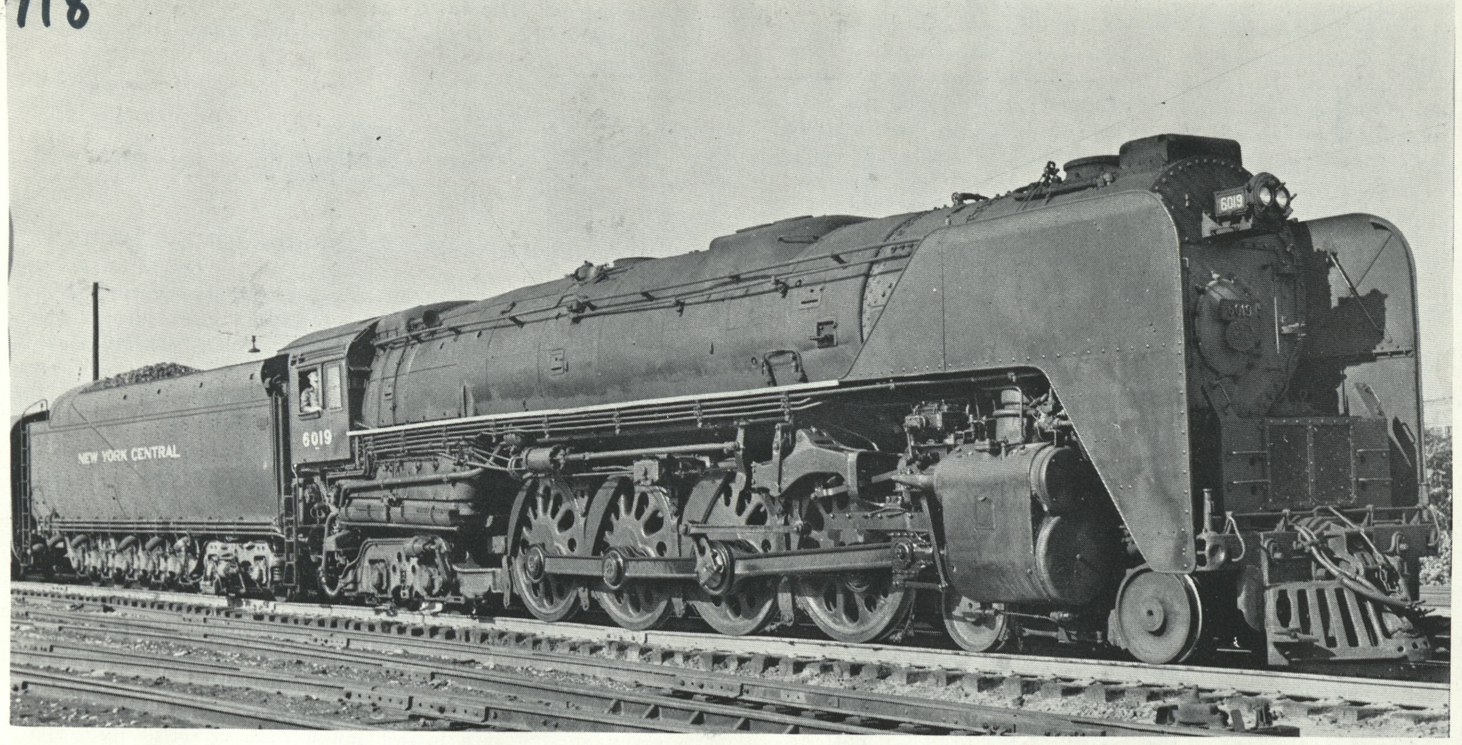
PT-5 TENDER
CAB WIDTH 10'-2" (FRONT) 9'-10 7/8" (REAR)
ENGINE DESIGNED FOR 18°30' CURVE
WATER 18000 GALS
COAL 46 TONS
47'-2"
49'-0 1/4"
45'-8 5/16"
51'-11 11/16"
63'-5 7/8"
97'-2 1/2"
115'-5 9/16" OVER COUPLERS

S-1b

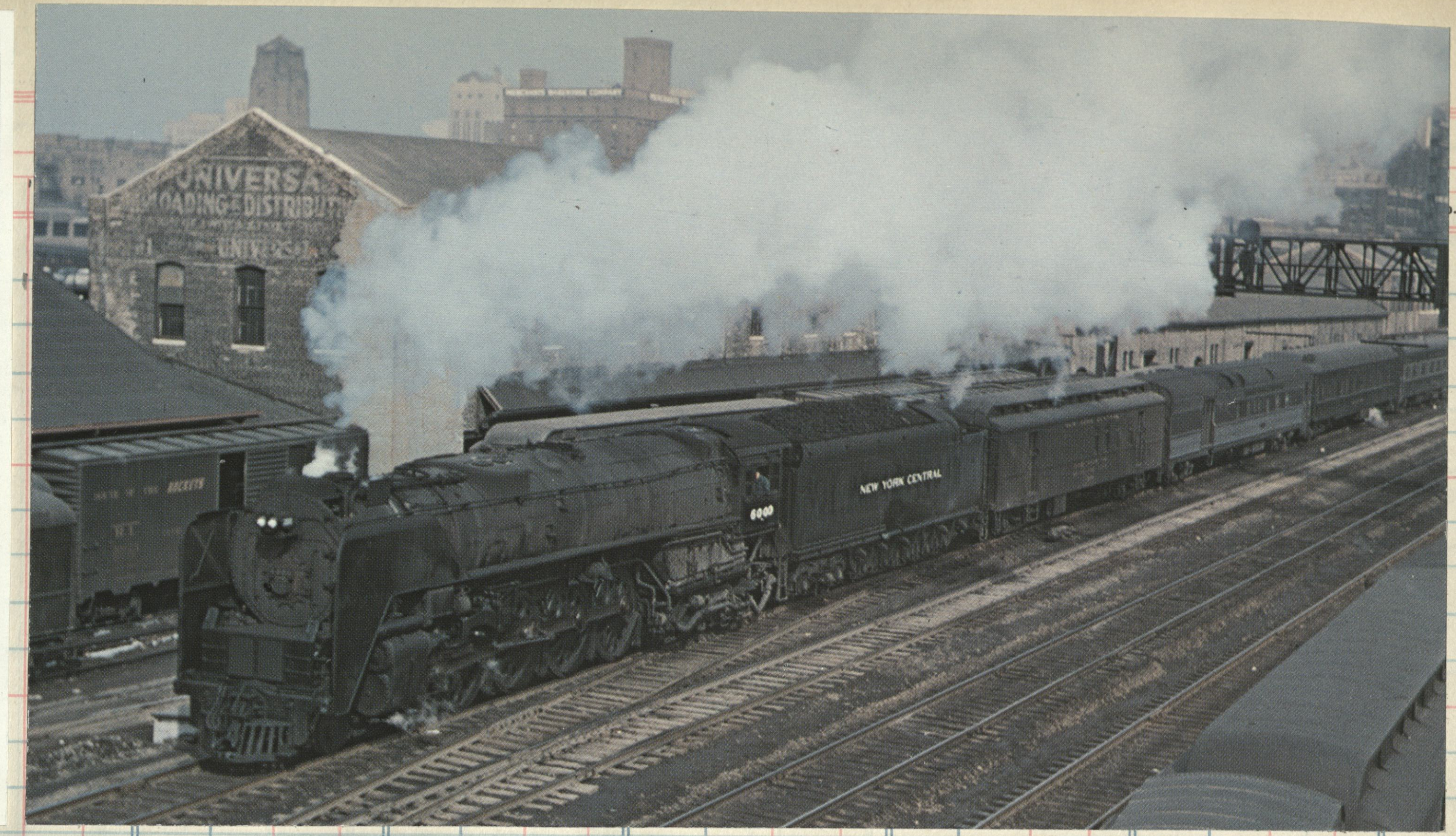
N.Y.C. Niagara 6011 thunders over the Pennsylvania R.R. crossing at "XC" tower in Erie, Pa. with train #90 on a crisp Setember morning, presenting a portrait of typical N.Y.C. Niagara operation. Photo by Paul W. Prescott

These engines were built with the most advanced technology possible in 1945. To save weight, aluminum was used for fabricating the cabs and running boards. Axles were made of carbon-vanadium steel, and crank pins of Timken high - dynamic steel, while main and side rods were manganese vanadium.

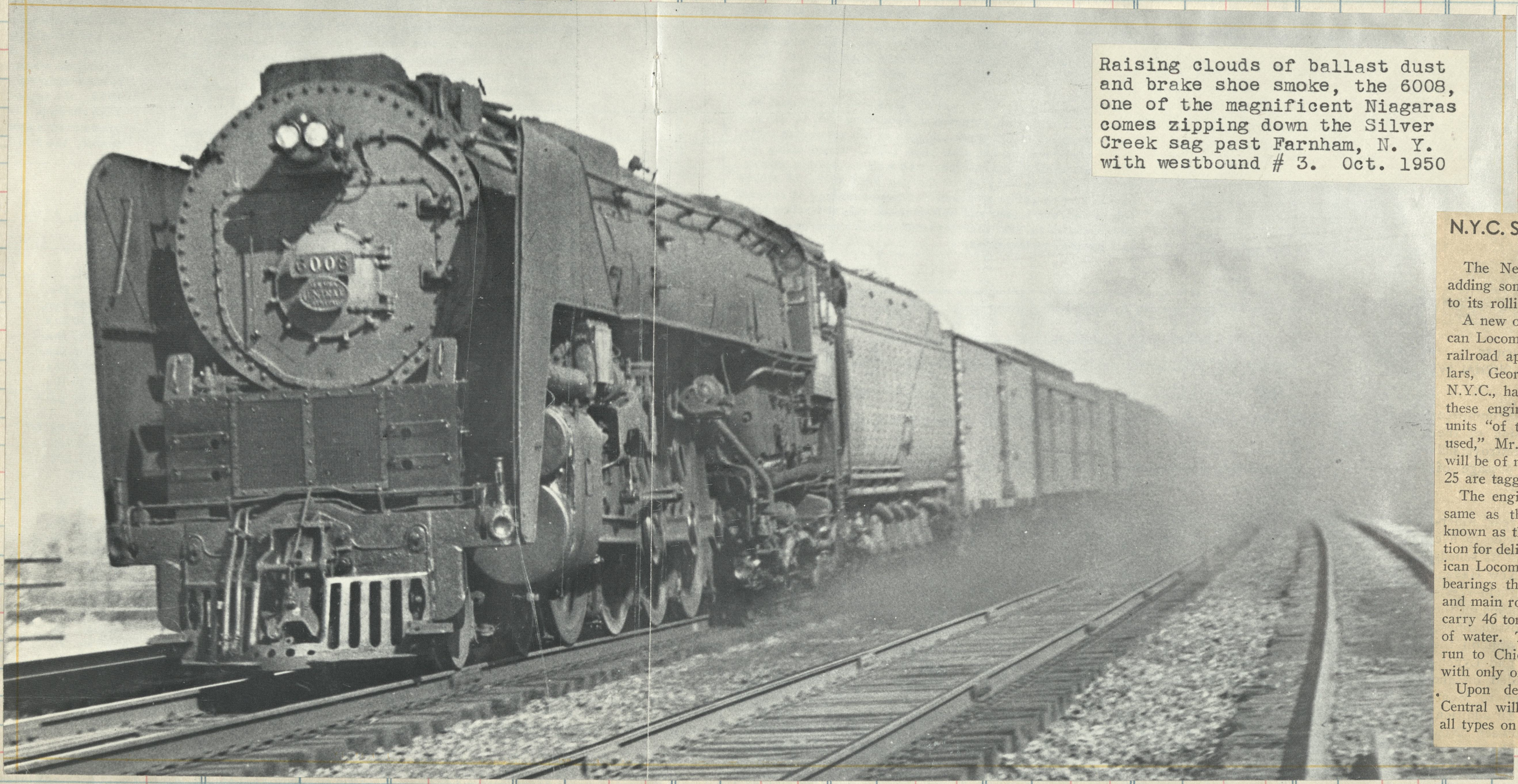
Niagara 6009, Class S-1b brings train No. 63, "The Water Level" into Oscawanna, N.Y. on June 23, 1946, during the peak of NYC Niagara operation. Howard W. Ameling Collection



Niagara 6019 pauses in Chicago, Ill., with her train on June 25, 1950. Her headlight has been replaced with a Pyle-National twin sealed beam conversion. Chas. Felstead - Charles E. Winters Collection.



The 6000 leaving LaSalle St Sta with the Interstate Express



Raising clouds of ballast dust and brake shoe smoke, the 6008, one of the magnificent Niagaras comes zipping down the Silver Creek sag past Farnham, N. Y. with westbound # 3. Oct. 1950

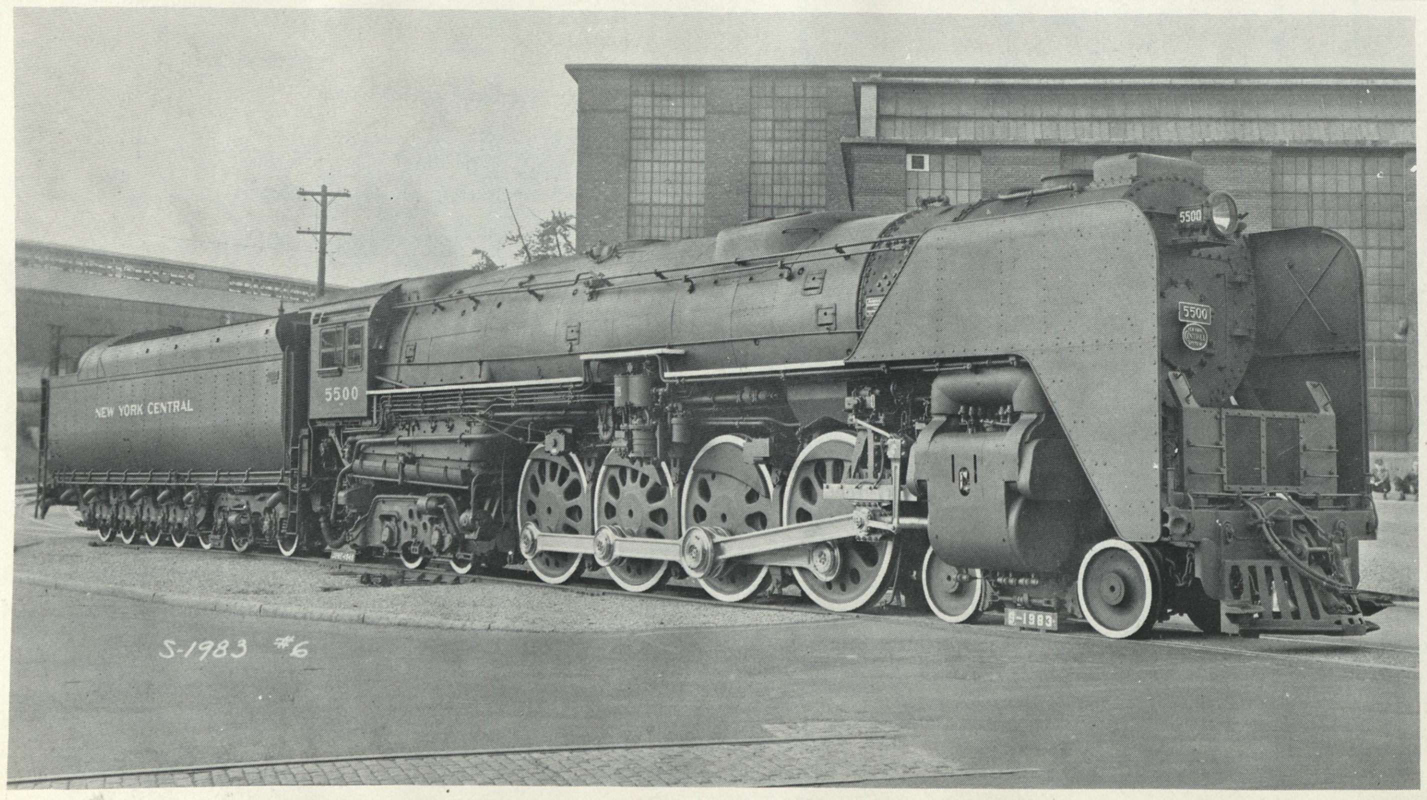
N.Y.C. Spends $6 Million on New Locomotives 1945

The New York Central System is adding some powerful new locomotives to its rolling stock.

A new order, placed with the American Locomotive Company, will cost the railroad approximately six million dollars, George Metzman, president of N.Y.C., has announced. Twenty-five of these engines will be coal-fired steam units "of the most powerful type ever used," Mr. Metzman explained. Each will be of not less than 6000 hp. and the 25 are tagged for delivery this year.

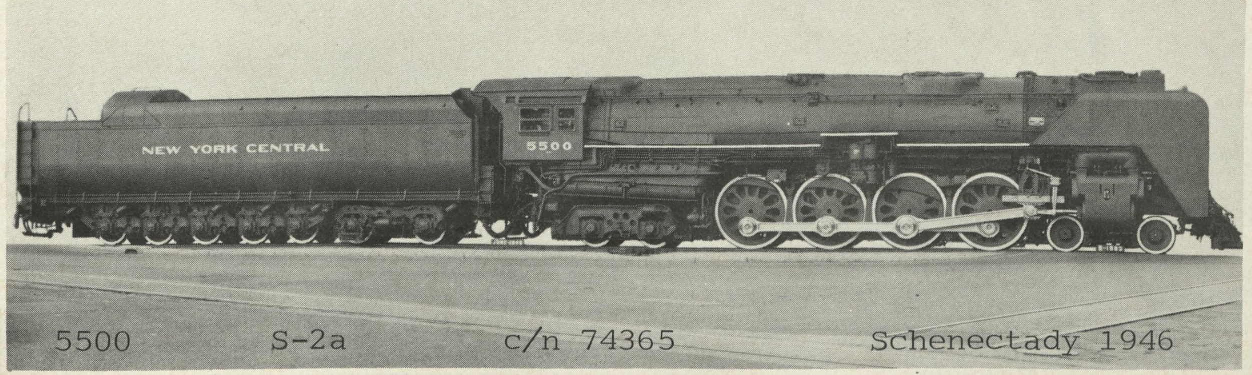
The engines will be substantially the same as the experimental 4-8-4 type, known as the S-1 now nearing completion for delivery to the Central by American Locomotive. They will have roller bearings throughout—on journals, side and main rods—and tenders designed to carry 46 tons of coal and 18,000 gallons of water. This capacity will permit a run to Chicago from New York City with only one stop for coaling.

Upon delivery of this order, the Central will have 3,685 locomotives of all types on its equipment list.

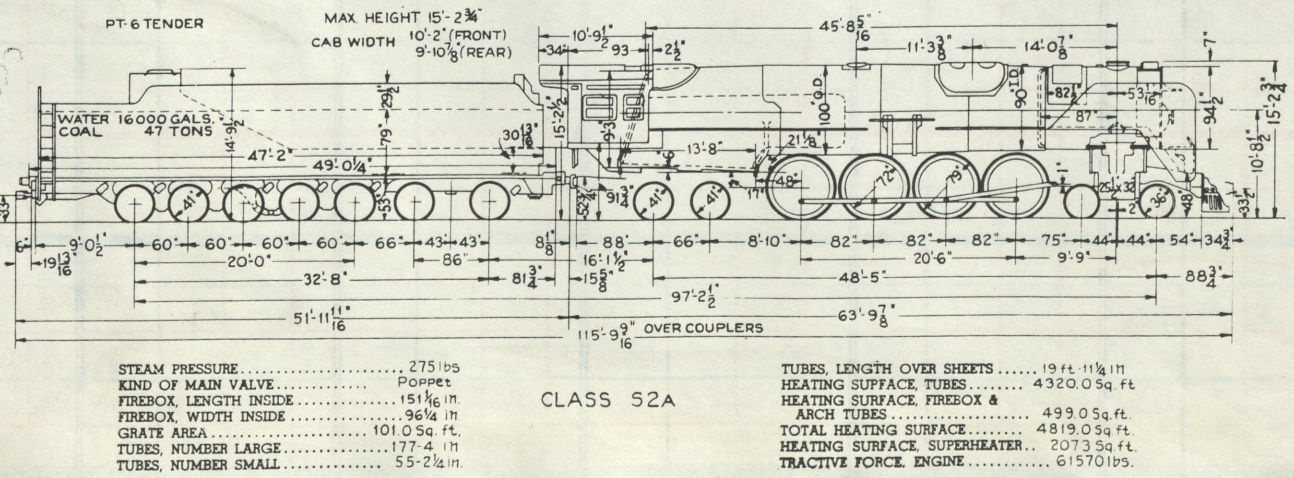


A great experiment that was born too late. No. 5500, Class S-2 displays an unusual location for a "Niagara" air pump, a relocation that was necessitated by the front mounted Franklin poppet valve gear.

S-2A TERMINATION
The final engine built for the New York Central



5500 S-2a c/n 74365 Schenectady 1946



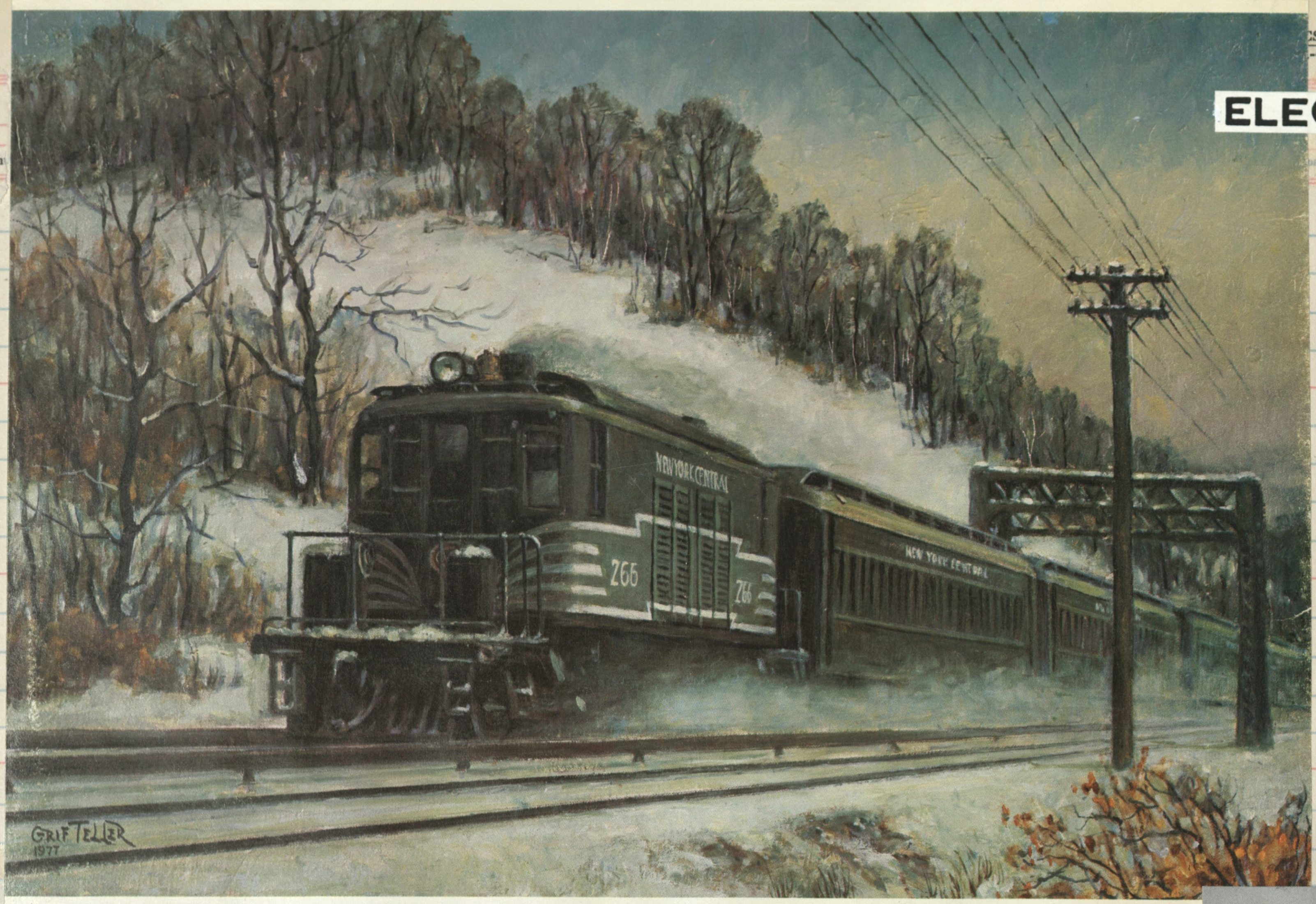
CLASS S2A

STEAM PRESSURE	275 lbs	TUBES, LENGTH OVER SHEETS	19 ft 11¼ in
KIND OF MAIN VALVE	Poppet	HEATING SUPFACE, TUBES	4320.0 Sq. ft
FIREBOX, LENGTH INSIDE	151 1/16 in.	HEATING SURFACE, FIREBOX & ARCH TUBES	499.0 Sq. ft.
FIREBOX, WIDTH INSIDE	96¼ in.	TOTAL HEATING SURFACE	4819.0 Sq. ft.
GRATE AREA	101.0 Sq. ft.	HEATING SURFACE, SUPERHEATER	2073 Sq. ft.
TUBES, NUMBER LARGE	177-4 in	TRACTIVE FORCE, ENGINE	61570 lbs.
TUBES, NUMBER SMALL	55-2¼ in.		

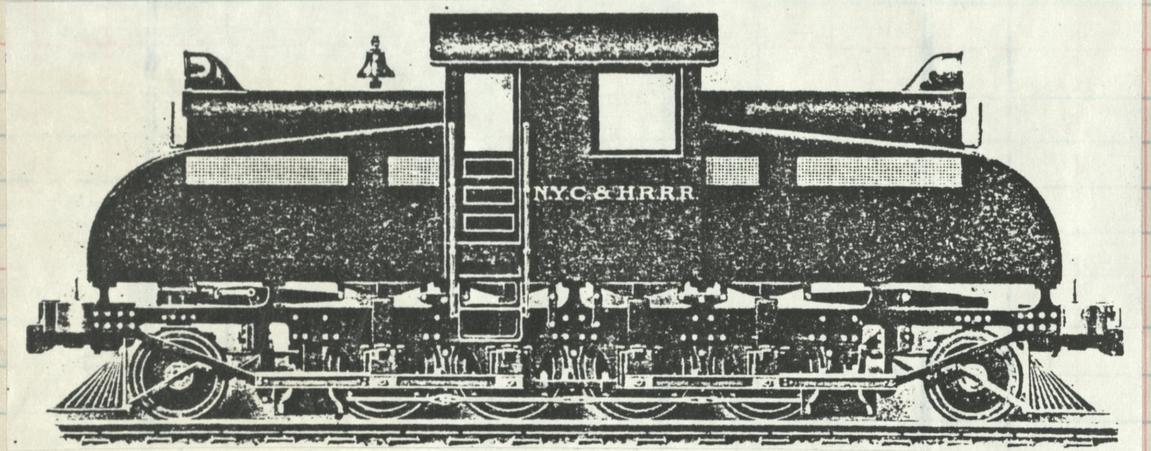
Clos. No. Sold Amount Clos. No. Sold Amount

Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount

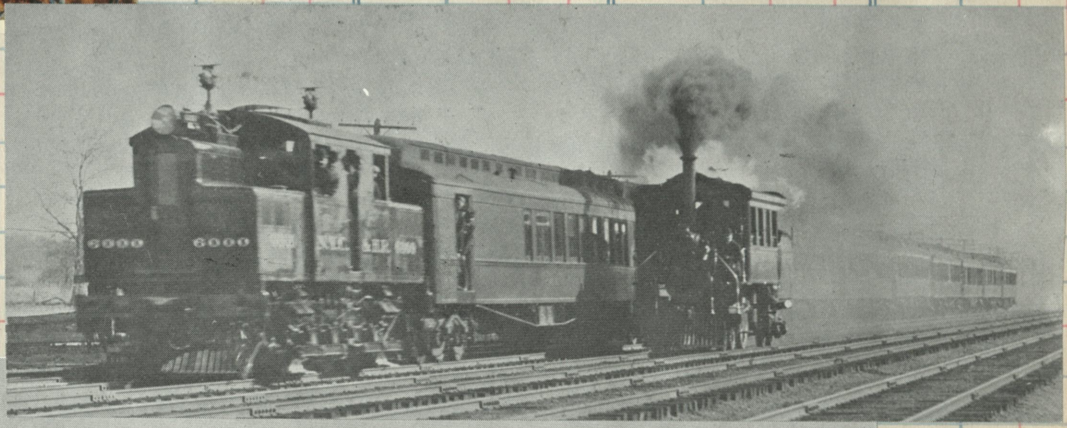
ELECTRIC DIVISION


NEW YORK CENTRAL
266
GRIF TELLER
1977

Electric operations in the New York Terminal District inaugurated in 1907.

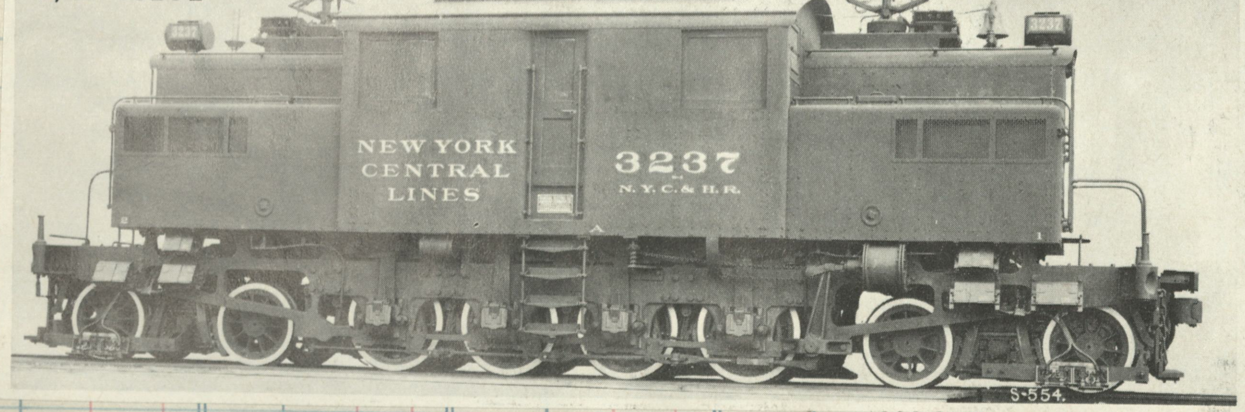


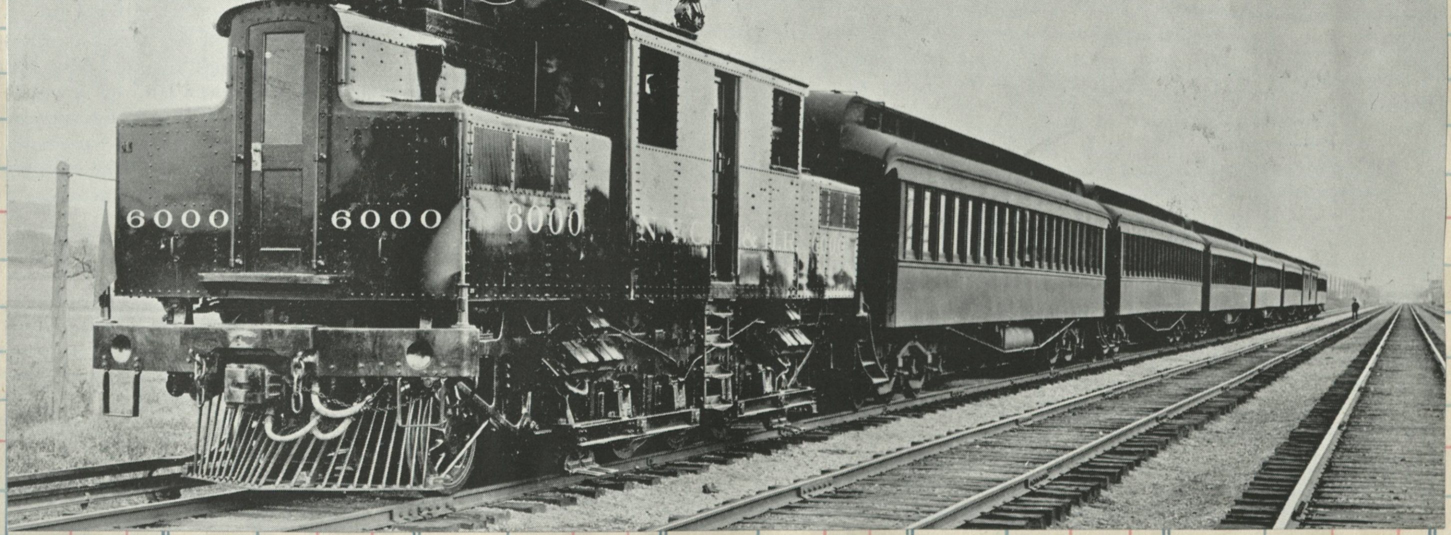
One of the orginal designs of 1904



The initial motor, blt by Alco-GE 1904 c/n 29935, during the period of trials [1904-1906] on test track near Scotia, N.Y.

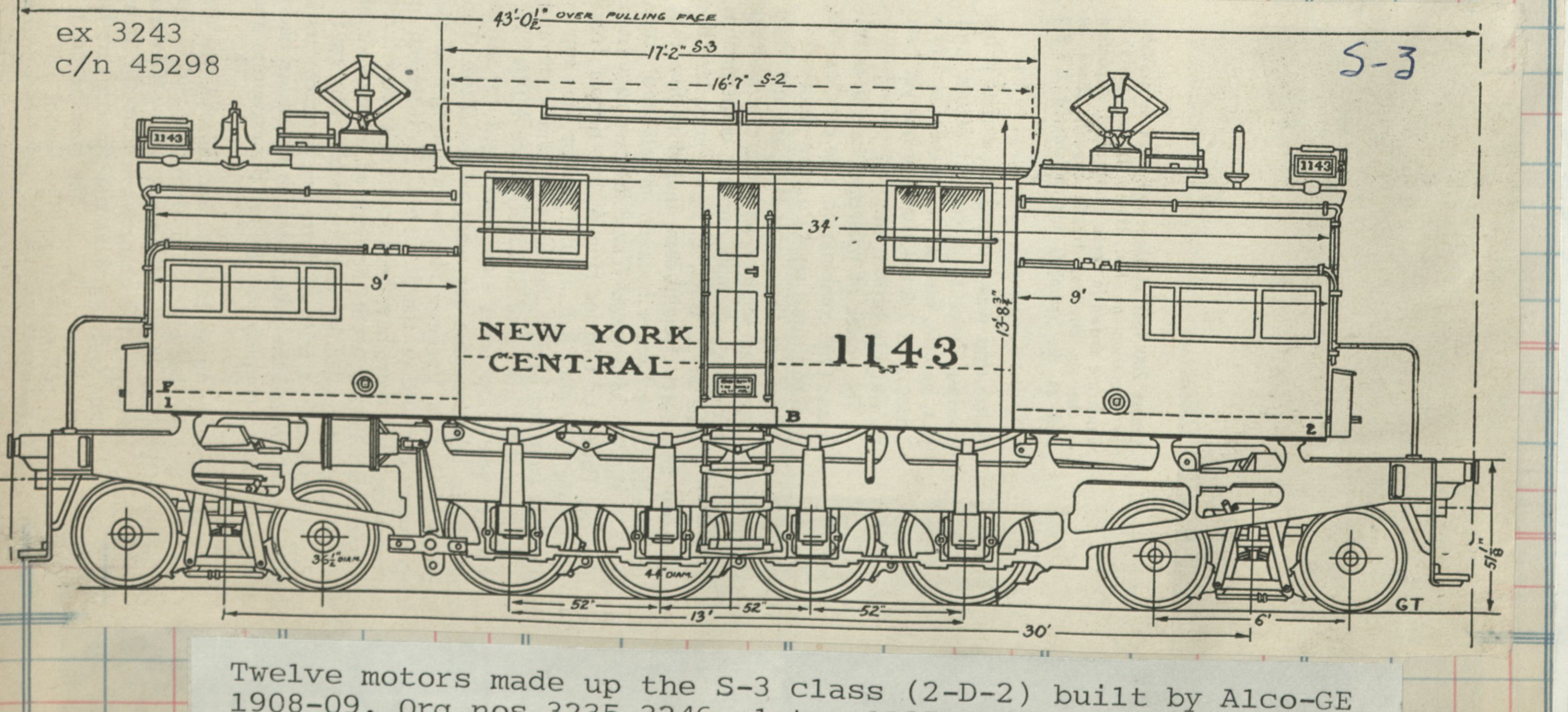
c/n 45292


NEW YORK CENTRAL LINES
3237
N.Y.C.& H.R.R.
S-554


6000
6000
6000

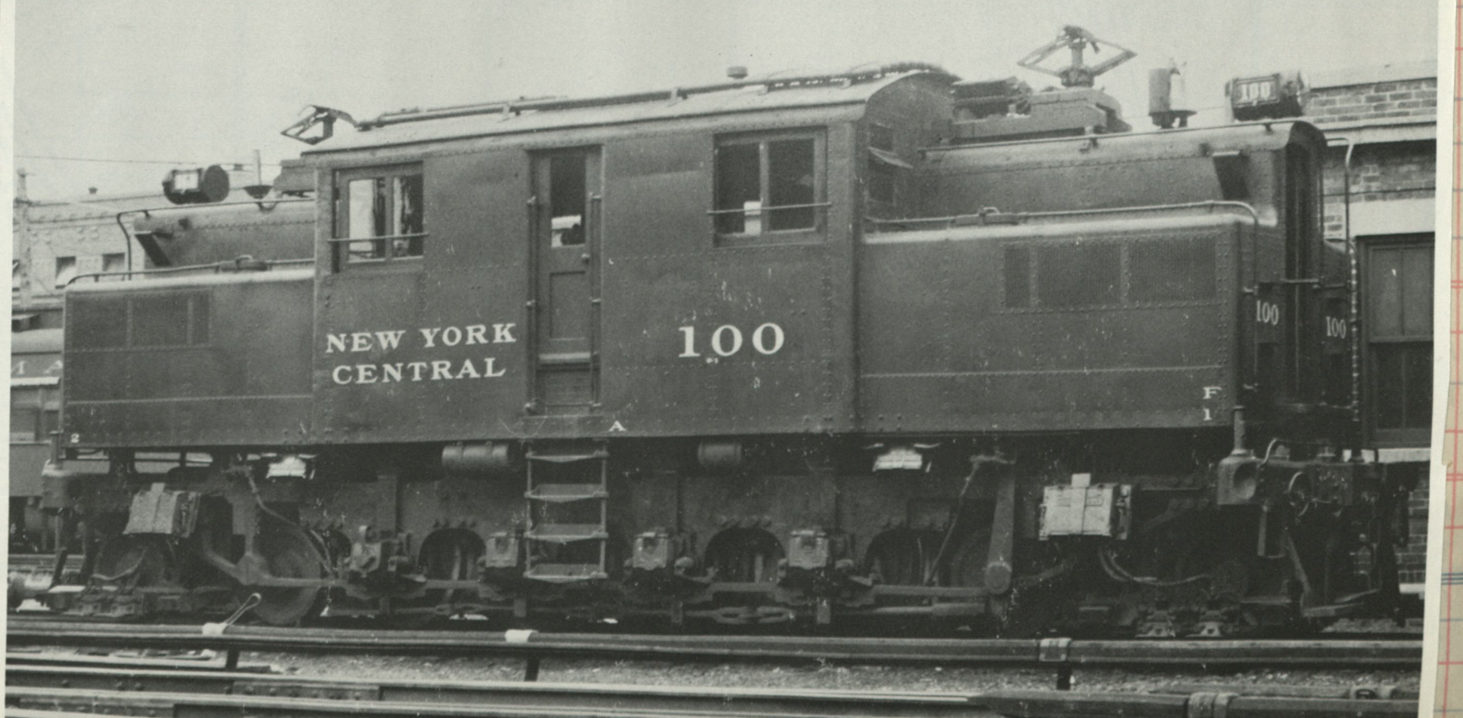
ex 3243
c/n 45298

S-3

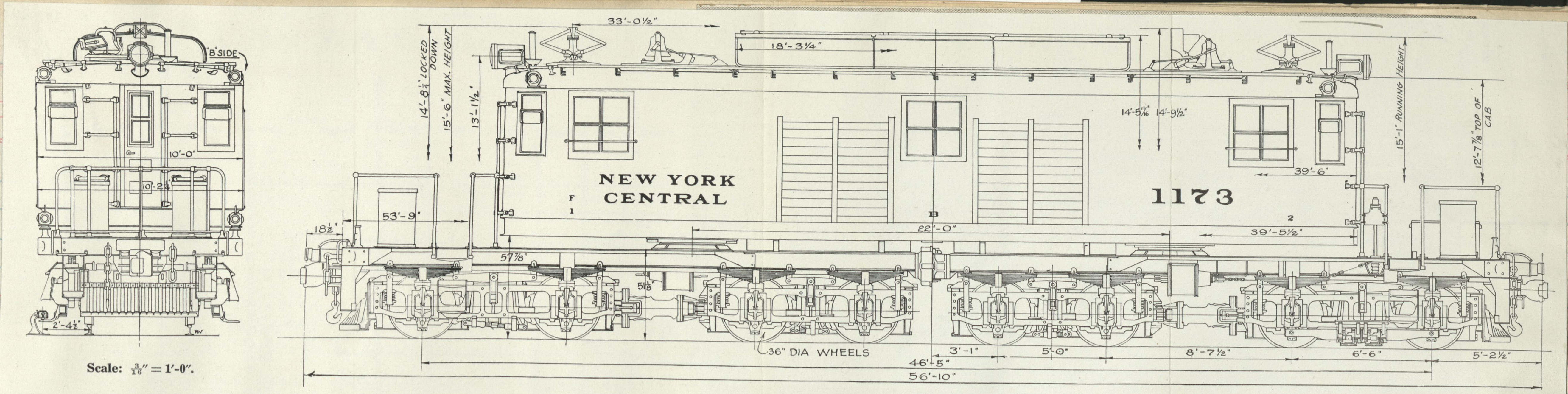

43'-0½" OVER PULLING FACE
17'-2" S-3
16'-7" S-2
34'
9'
9'
13'-8½"
NEW YORK CENTRAL
1143
52"
13'
52"
52"
30'
6'
GT

Twelve motors made up the S-3 class (2-D-2) built by Alco-GE 1908-09. Org nos 3235-3246, later 1135-1146, some remained in service until 1955.

The 6000 as she appeared in August 1939

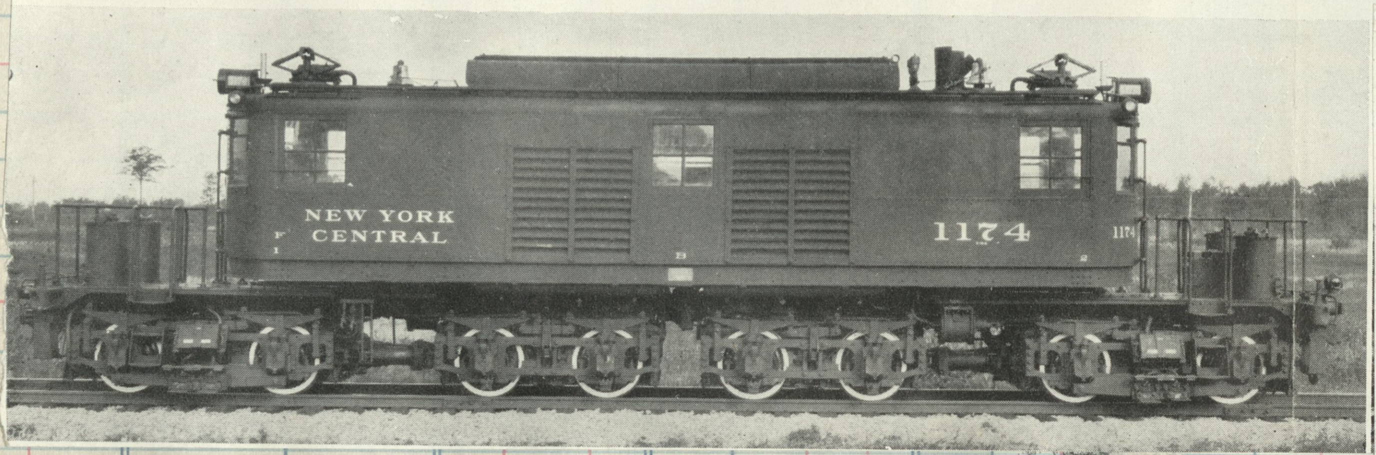

NEW YORK CENTRAL
100
100

Class T-3a
1173-1182
Alco-GE 1926
c/n's
66705-714


B SIDE
10'-0"
10'-2½"
4'-4½"
33'-0½"
18'-3¼"
14'-8¾" LOCKED DOWN
15'-6" MAX. HEIGHT
13'-1½"
14'-5¾"
14'-9½"
15'-1" RUNNING HEIGHT
12'-7⅞" TOP OF CAB
NEW YORK CENTRAL
1173
39'-6"
53'-9"
18½"
22'-0"
39'-5½"
57⅞"
5⅛"
36" DIA WHEELS
3'-1"
5'-0"
8'-7½"
6'-6"
5'-2½"
46'-5"
56'-10"

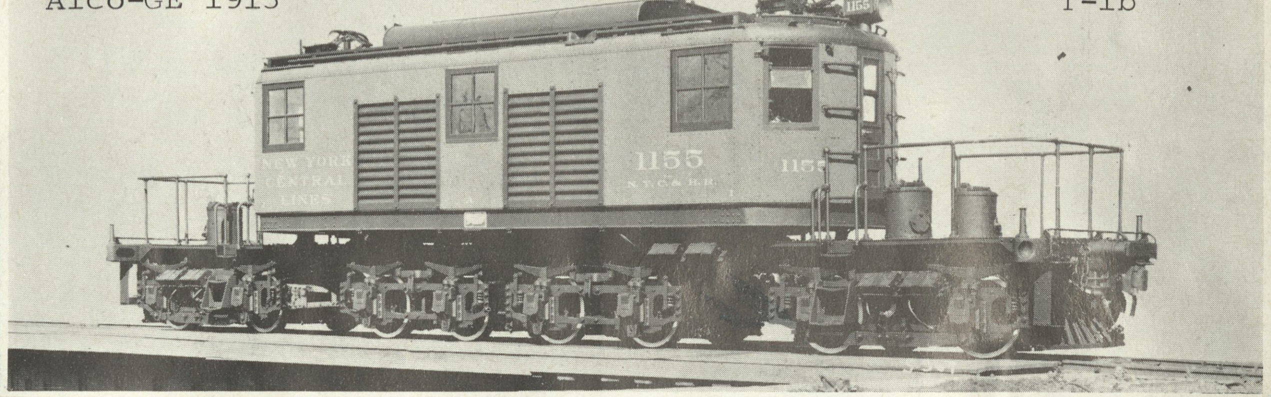
Scale: 3/16" = 1'-0".

Amount

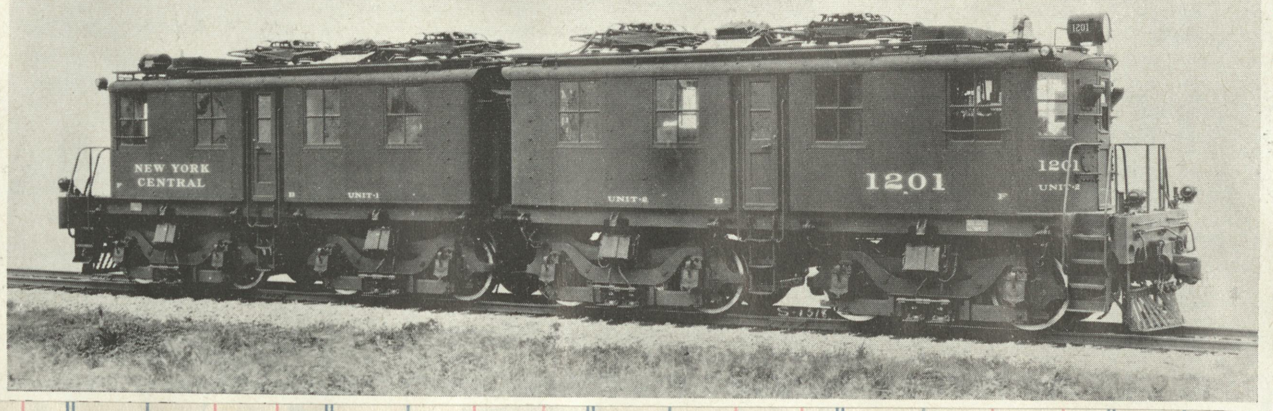

NEW YORK CENTRAL
1174

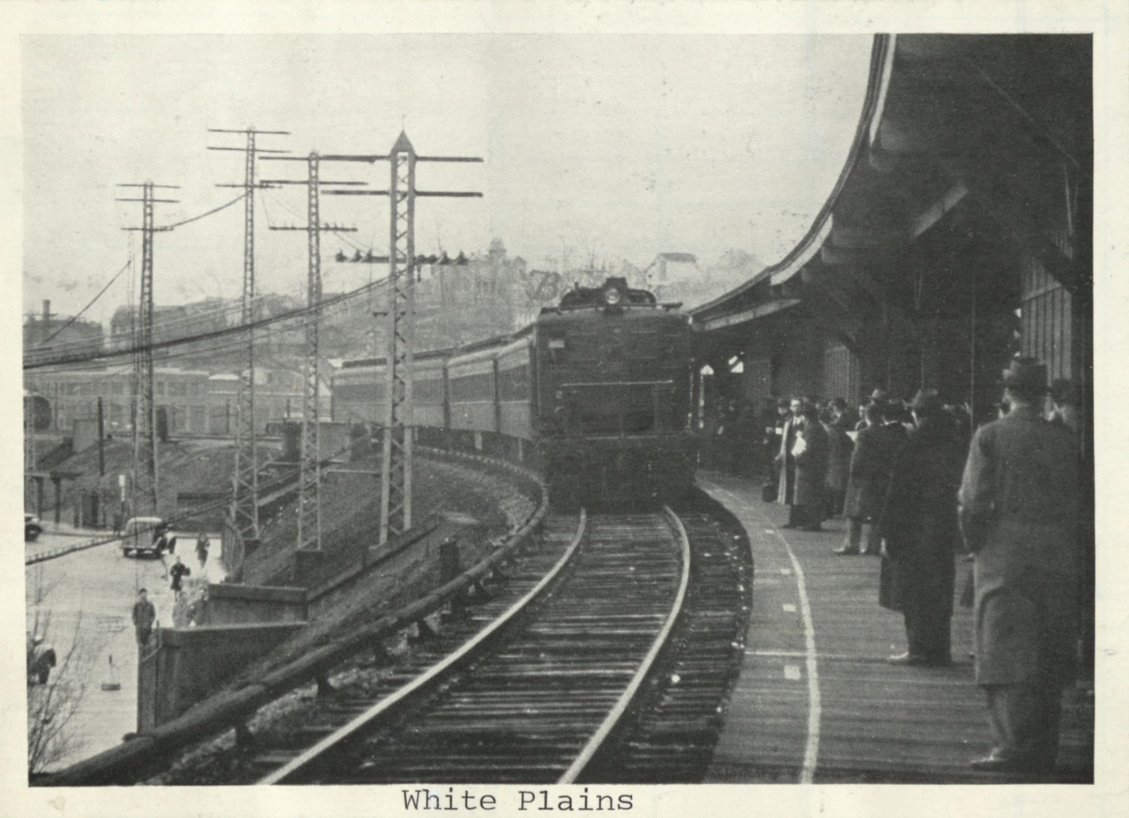
1148-1156
Alco-GE 1913

c/n 53787
T-1b

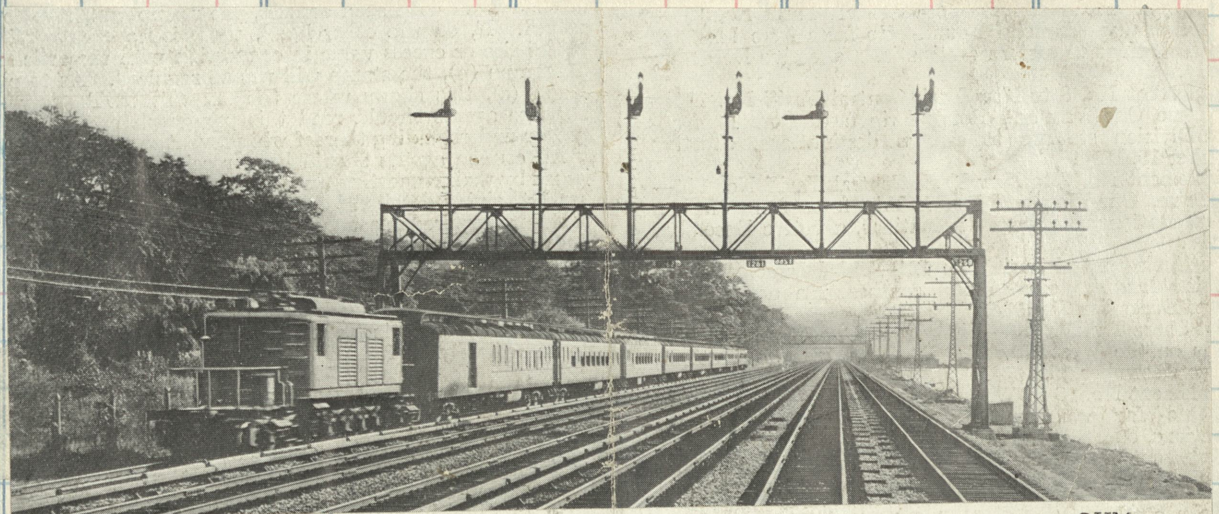


Twin unit freight motor c/n 66423 Alco GE 1926


NEW YORK CENTRAL
1201

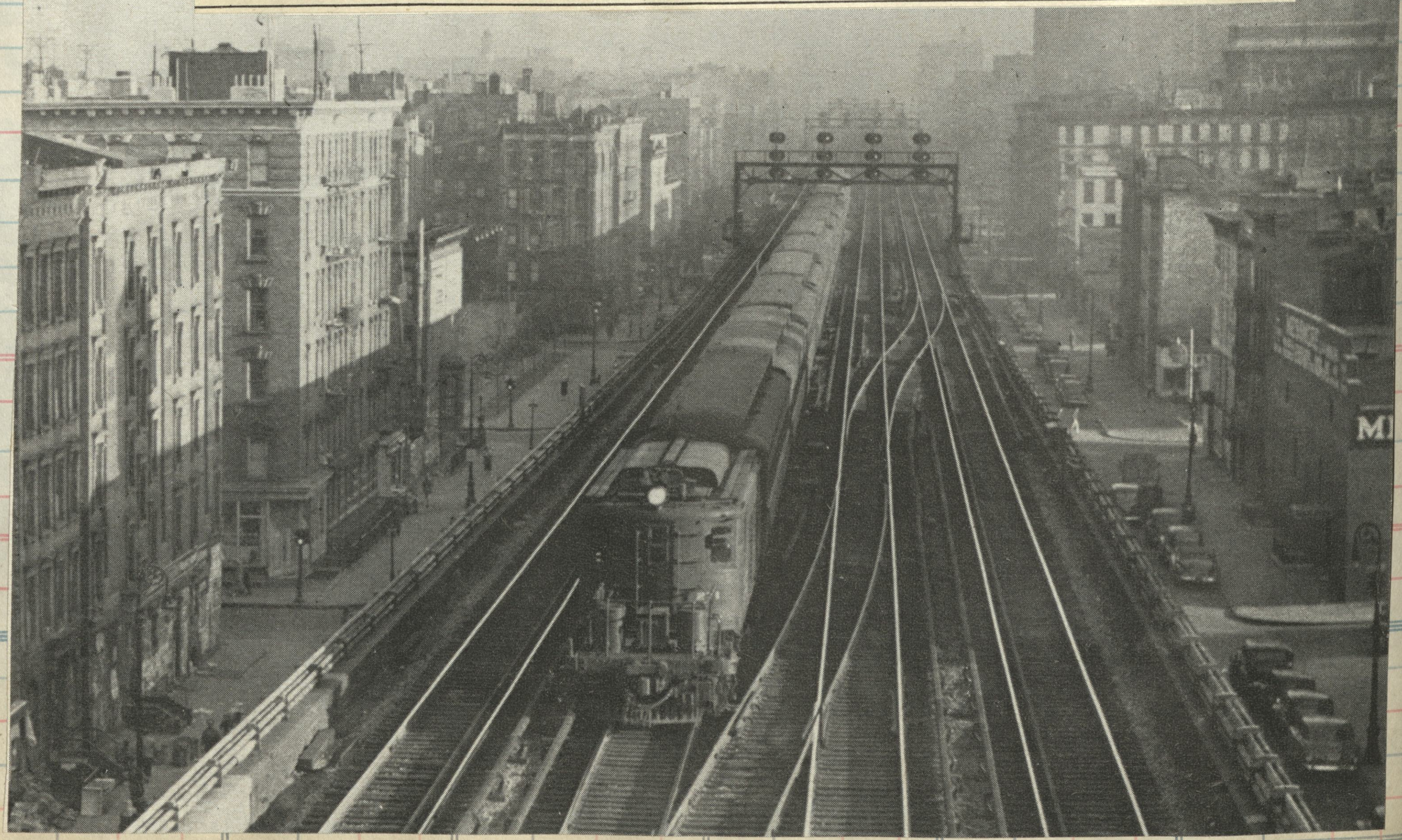


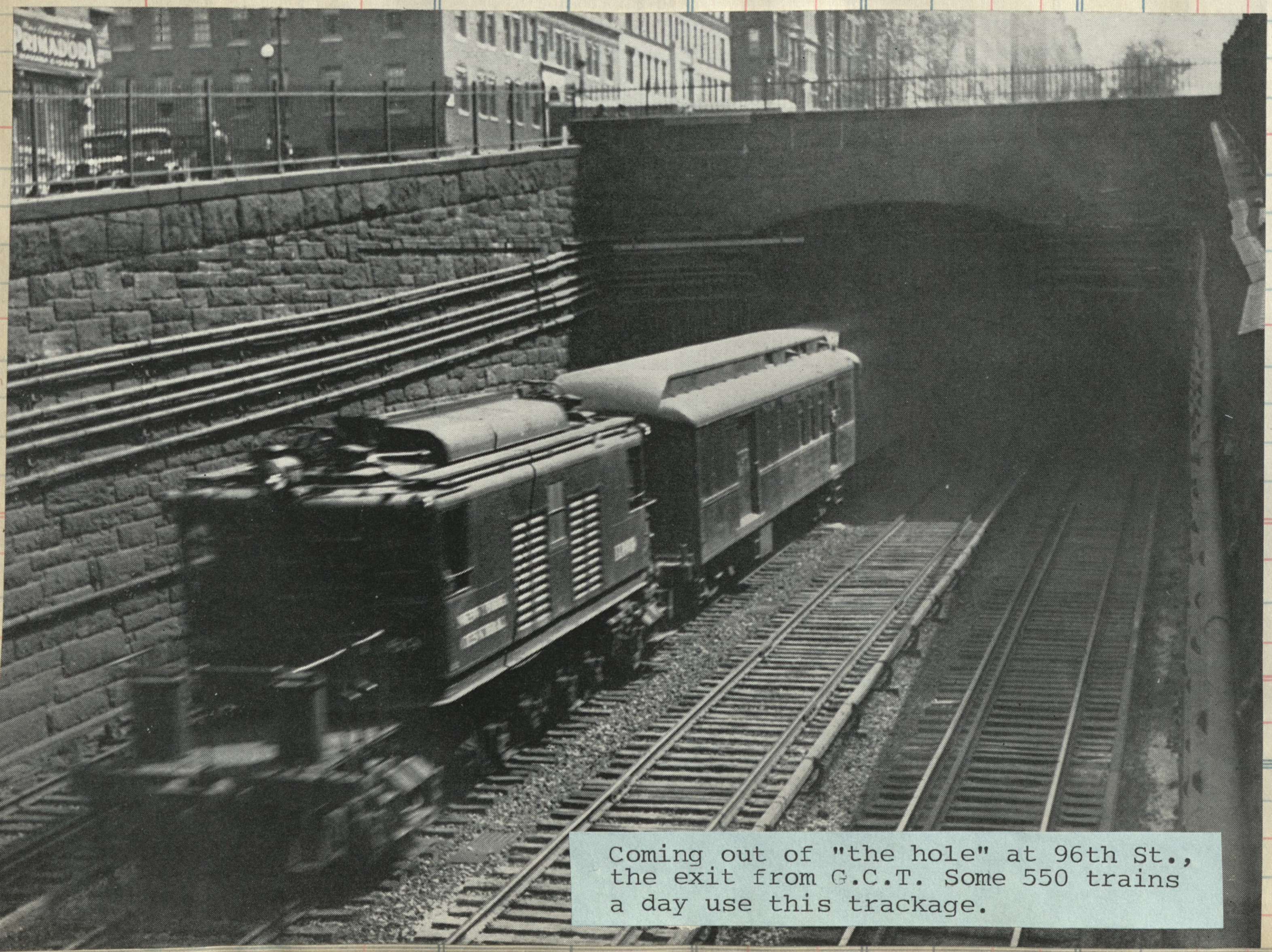
White Plains



THE TWENTIETH CENTURY LIMITED, ON THE ELECTRIC DIVISION NEAR RIVERDALE OKM

Inbound Trn #192 on the elevated track near 110th Street



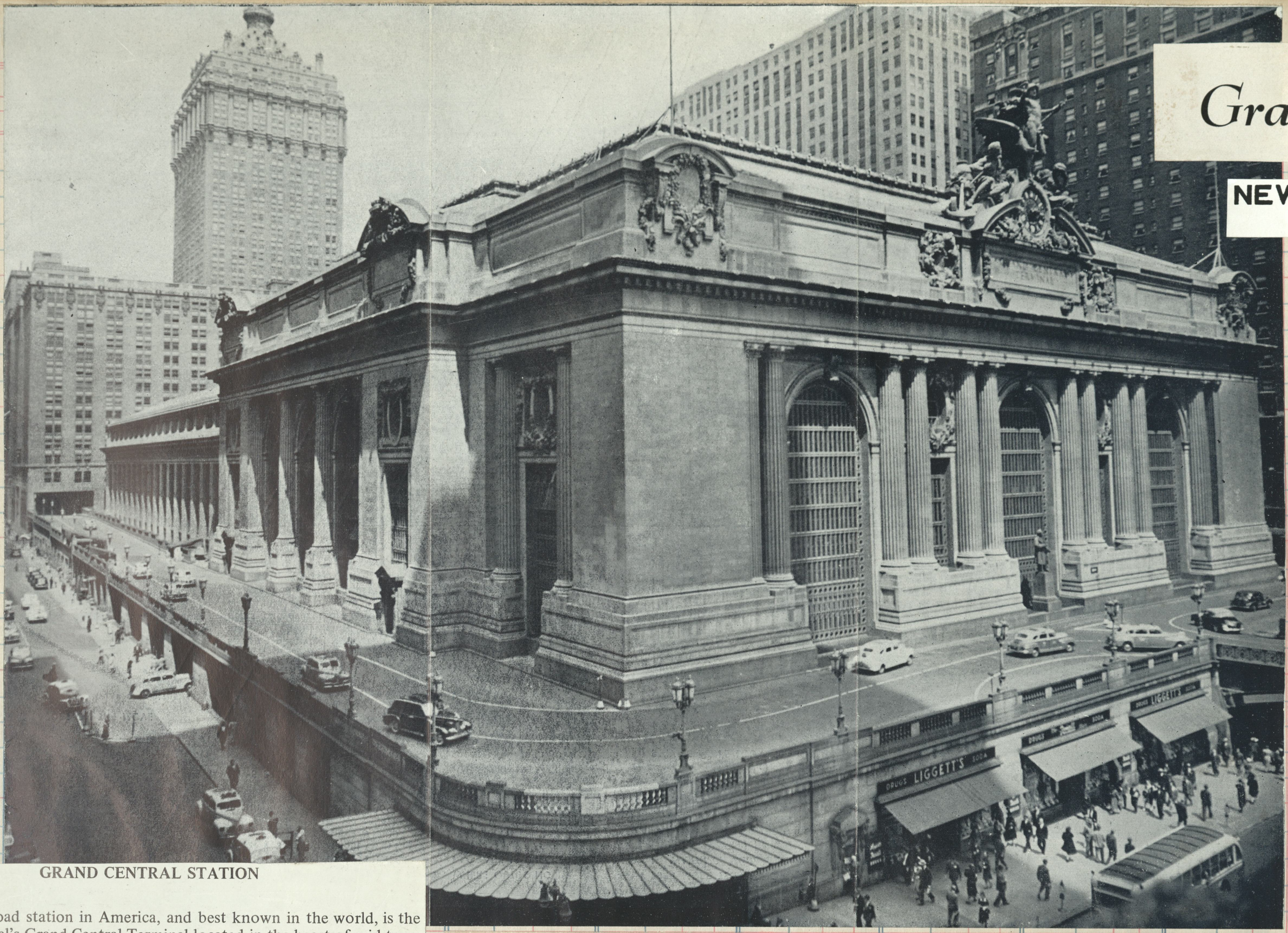


Coming out of "the hole" at 96th St., the exit from G.C.T. Some 550 trains a day use this trackage.

Clos. No. Sold Amount

Grand Central

NEW YORK TERMINAL DISTRICT



A Magnificent Edifice-View of the S.W. corner [42nd St. & Vanderbilt Ave.] with the imposing New York Central Building in the background.

1942 Passenger Traffic Sets Record at Grand Central

A total of 51,044,587 passengers, both incoming and outbound, were handled at Grand Central terminal, New York, during 1942, according to J. H. Hustis, Jr., manager of the terminal. This 1942 total breaks all former records, the previous high figure having been attained in 1929, when 46,597,975 passengers were handled. The 1942 total represents an increase of 23.3 per cent over 1941.

December traffic also set a new record, with 4,720,086 passengers handled, as compared with 4,164,870 in 1929, the previous high. December 24 was the biggest day in the terminal's history—209,272 passengers being handled as against the previous maximum of 171,260 for the same day in 1941.

A steady gain in commuter traffic and in the total number of suburban and reduced fare passengers for the year 1942 was also reported.

GRAND CENTRAL STATION

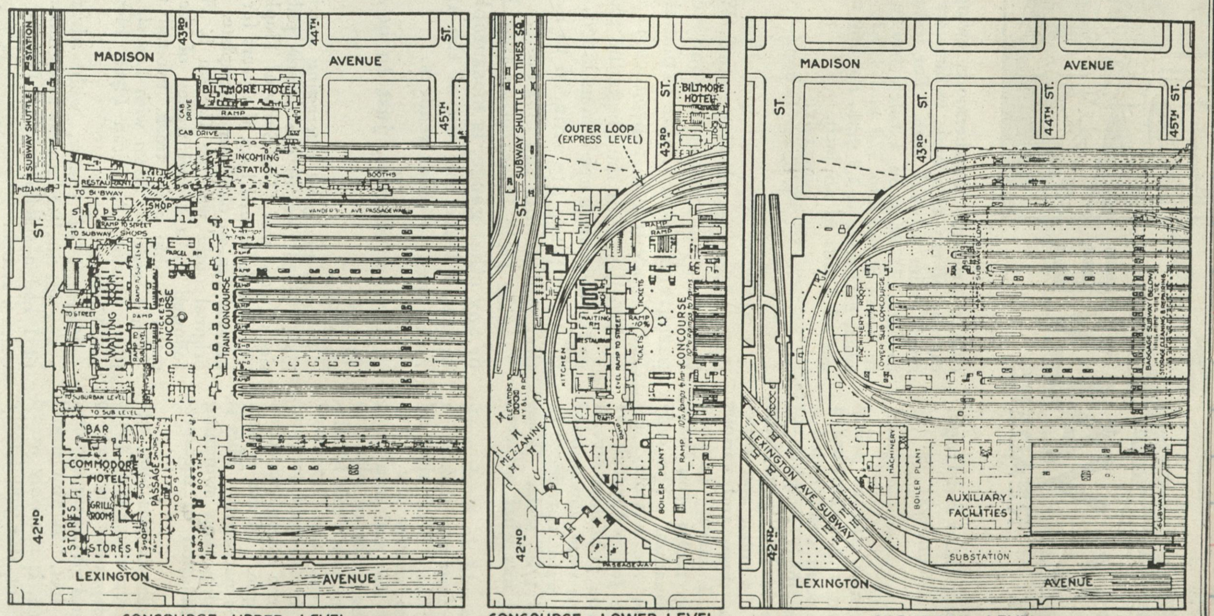
The largest railroad station in America, and best known in the world, is the New York Central's Grand Central Terminal located in the heart of mid-town Manhattan at 42nd Street squarely in the middle of Park Avenue.

The original Grand Central was built on this same site and completed in 1871 while Commodore Vanderbilt still reigned over the New York Central. This station boasted a huge class train shed at street level, which collapsed under the weight of the heavy snow during the historical blizzard of 1877.

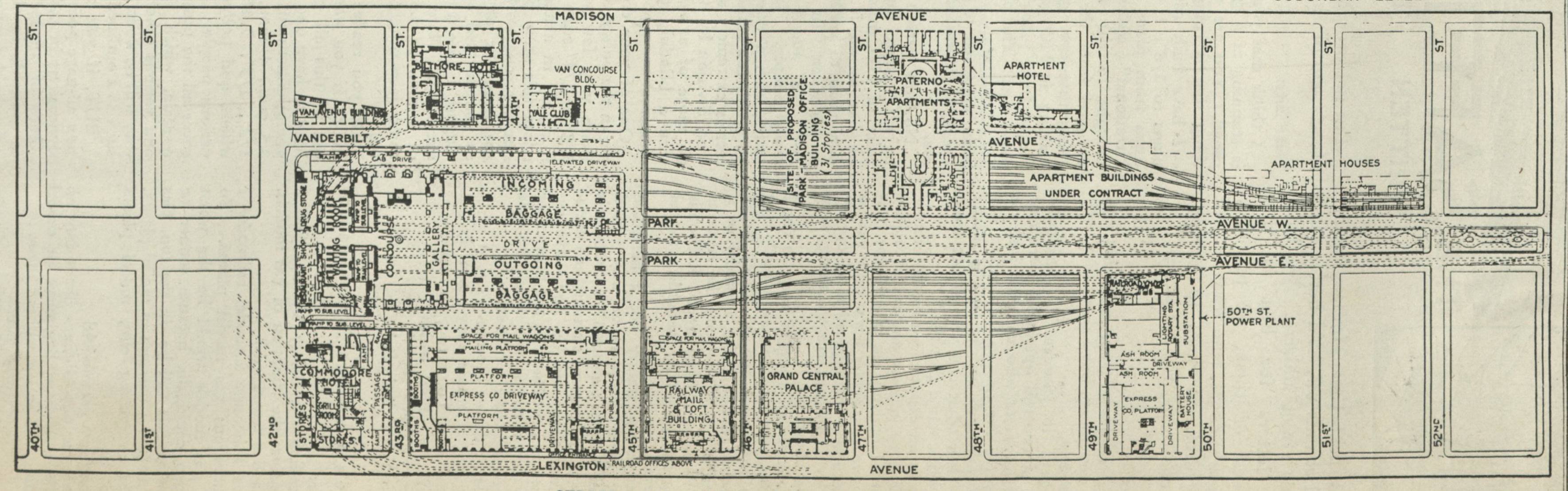
The present terminal resulted from the city's growth. In 1902, the Central's chief engineer, William J. Wilgus, was faced with the problem of having to operate additional trains in and out of the station without enlarging its area. Wilgus solved the problem with a stroke of genius. He decided to bring trains in on two levels, and since operations into the terminal were being electrified, the tracks could go under ground and be covered overhead.

This monumental engineering feat took over 10 years to complete. The new terminal was being built underneath the old terminal, while train operations continued uninterrupted. During the period of construction, over 400 carloads of rock were taken out daily.

There are 123 tracks: 66 upper level, and 57 lower. The upper level has 18.8 miles of track and the lower 14.9 making a total of 33.7 miles of track in Grand Central Terminal and its yard. There are 31 platform tracks on the upper level and 17 on the lower. Of these 48 platform tracks, 11 are loops and 37 stub end.


MADISON
AVENUE
BILTMORE HOTEL
CONCOURSE
COMMODORE HOTEL
LEXINGTON
AVENUE
42nd
44th
45th
OUTER LOOP (EXPRESS LEVEL)
CONCOURSE
AUXILIARY FACILITIES
SUBSTATION
LEXINGTON AVE SUBWAY

CONCOURSE - UPPER LEVEL CONCOURSE - LOWER LEVEL SUBURBAN LEVEL


MADISON
AVENUE
VANDERBILT
AVENUE
VAN CONCOURSE BLDG.
YALE CLUB
INCOMING BAGGAGE
OUTGOING BAGGAGE
PARK
PARK
EXPRESS CO DRIVEWAY
COMMODORE HOTEL
RAILWAY MAIL & LOFT BUILDING
GRAND CENTRAL PALACE
PATERNO APARTMENTS
APARTMENT HOTEL
APARTMENT BUILDINGS UNDER CONTRACT
APARTMENT HOUSES
AVENUE W.
AVENUE E.
50th ST. POWER PLANT
LEXINGTON
AVENUE
40th
41st
42nd
43rd
45th
47th
49th
50th
51st
52nd
ST.

STREET LEVEL-TRACK LAYOUT OF EXPRESS LEVEL

NEW YORK CENTRAL BUILDING

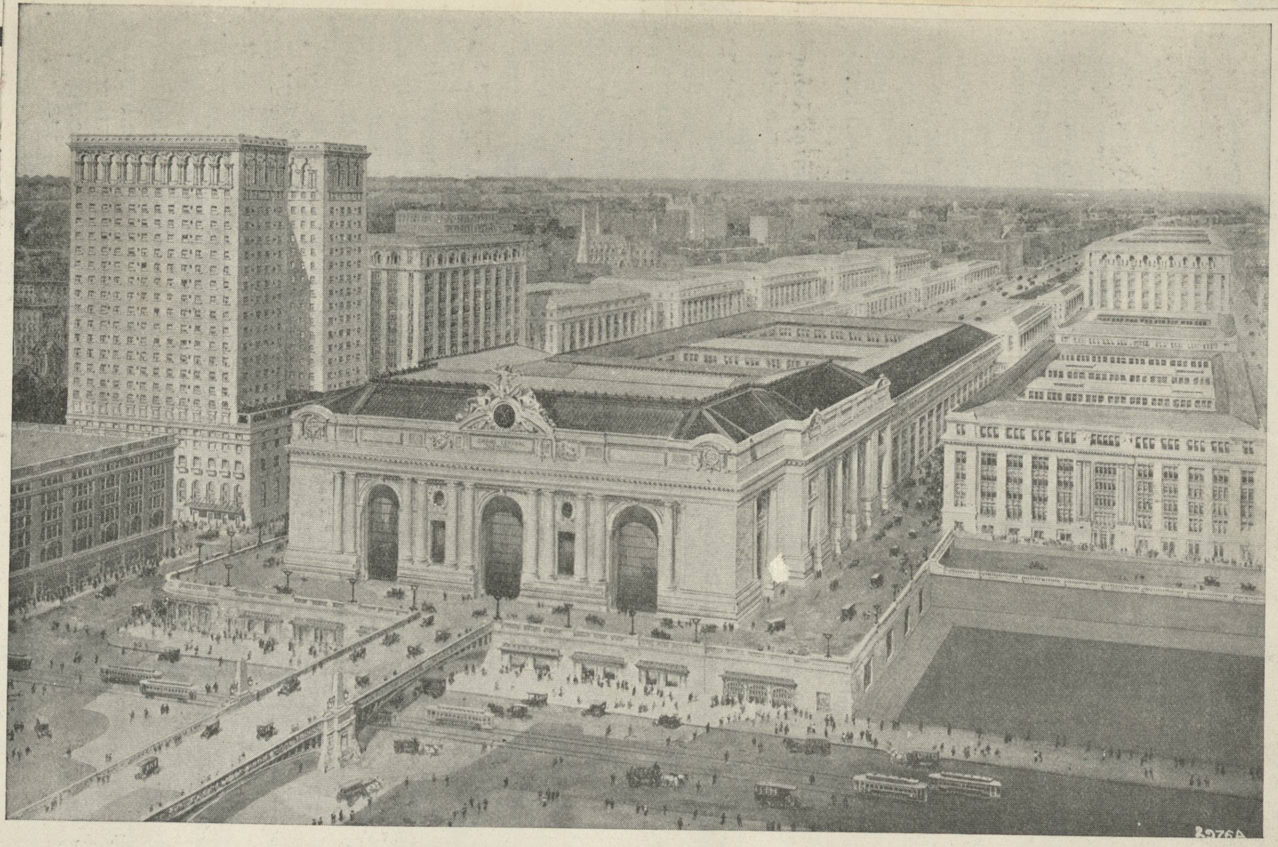
PARK AVENUE, NEW YORK - - AT 45th AND 46th STREETS

Ready early in 1929

Office leases may be arranged through your own broker or Renting Office on premises, 77 East 45th Street, New York City.

Telephone Murray Hill 8000; Extension 102 ter

Clos.



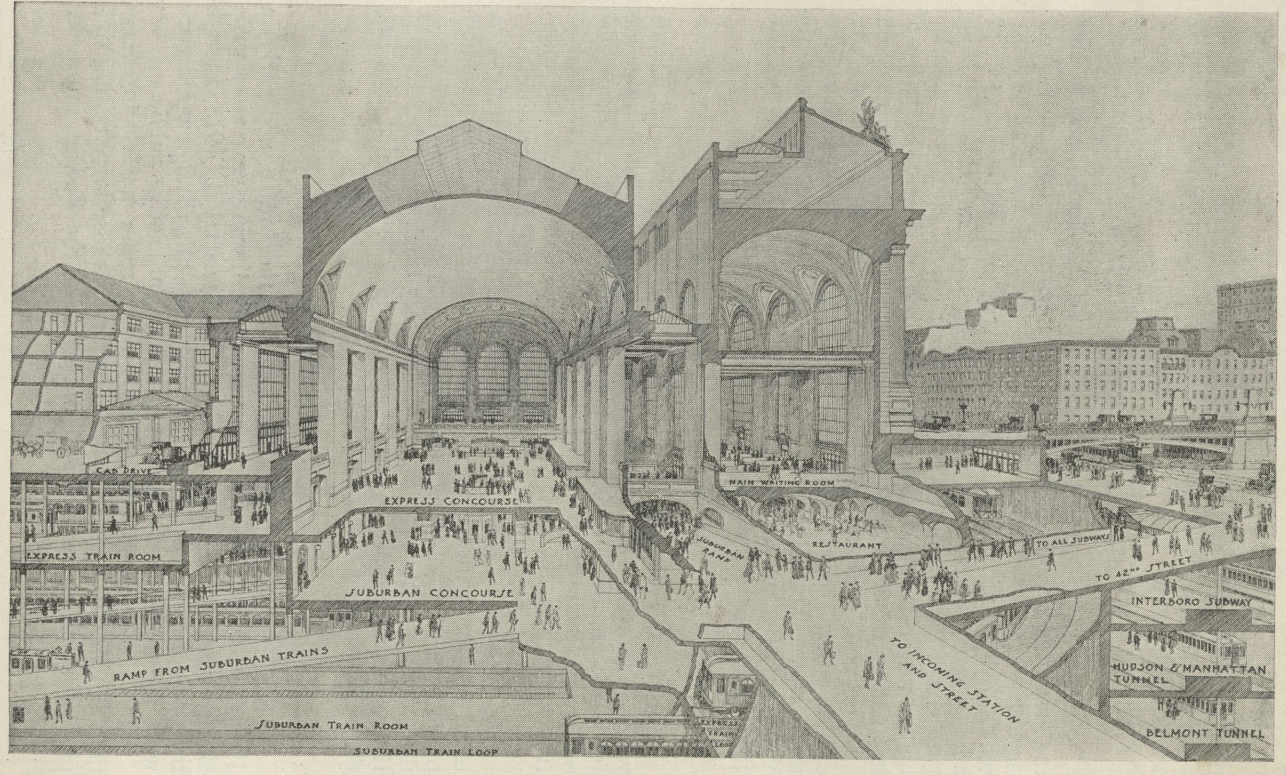
Bird's Eye View of the New Grand Central Terminal, Park Avenue and 42d Street, New York City

No.	Sold	Amount	Clos. No.	Sold	Amount

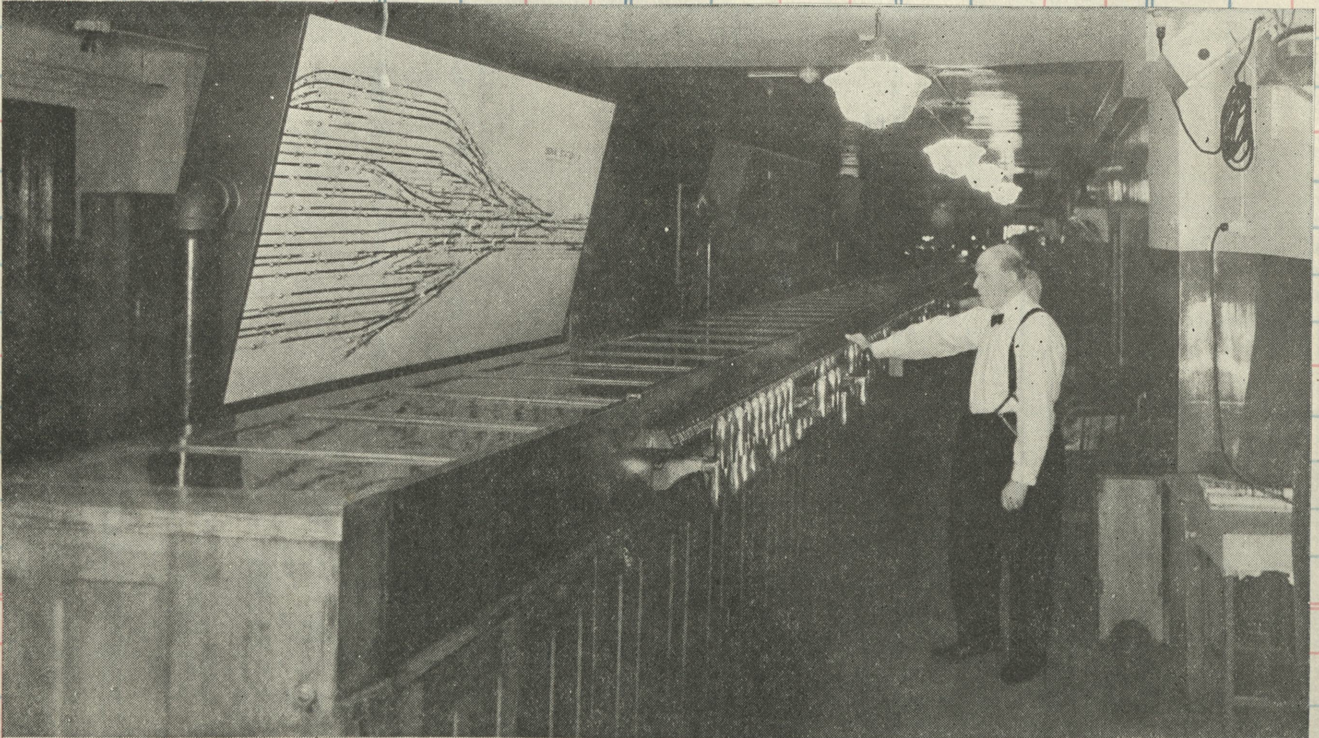
MAY
1923

NEW YORK
CENTRAL LINES
MAGAZINE

Main Concourse
Grand Central Terminal


CAB DRIVE
EXPRESS CONCOURSE
MAIN WAITING ROOM
EXPRESS TRAIN ROOM
SUBURBAN RAMP
RESTAURANT
TO ALL SUBWAYS
TO 42ND STREET
SUBURBAN CONCOURSE
INTERBORO SUBWAY
RAMP FROM SUBURBAN TRAINS
TO INCOMING STATION AND STREET
HUDSON & MANHATTAN TUNNEL
EXPRESS TRAIN LOOP
SUBURBAN TRAIN ROOM
BELMONT TUNNEL
SUBURBAN TRAIN LOOP

Sectional View of the New Grand Central Terminal.



New York Central Photos

Levermen at work in Tower A at Grand Central Termina

Agent's Signature

Cash to next Seller

Next Seller's Signature

Total Accounted for

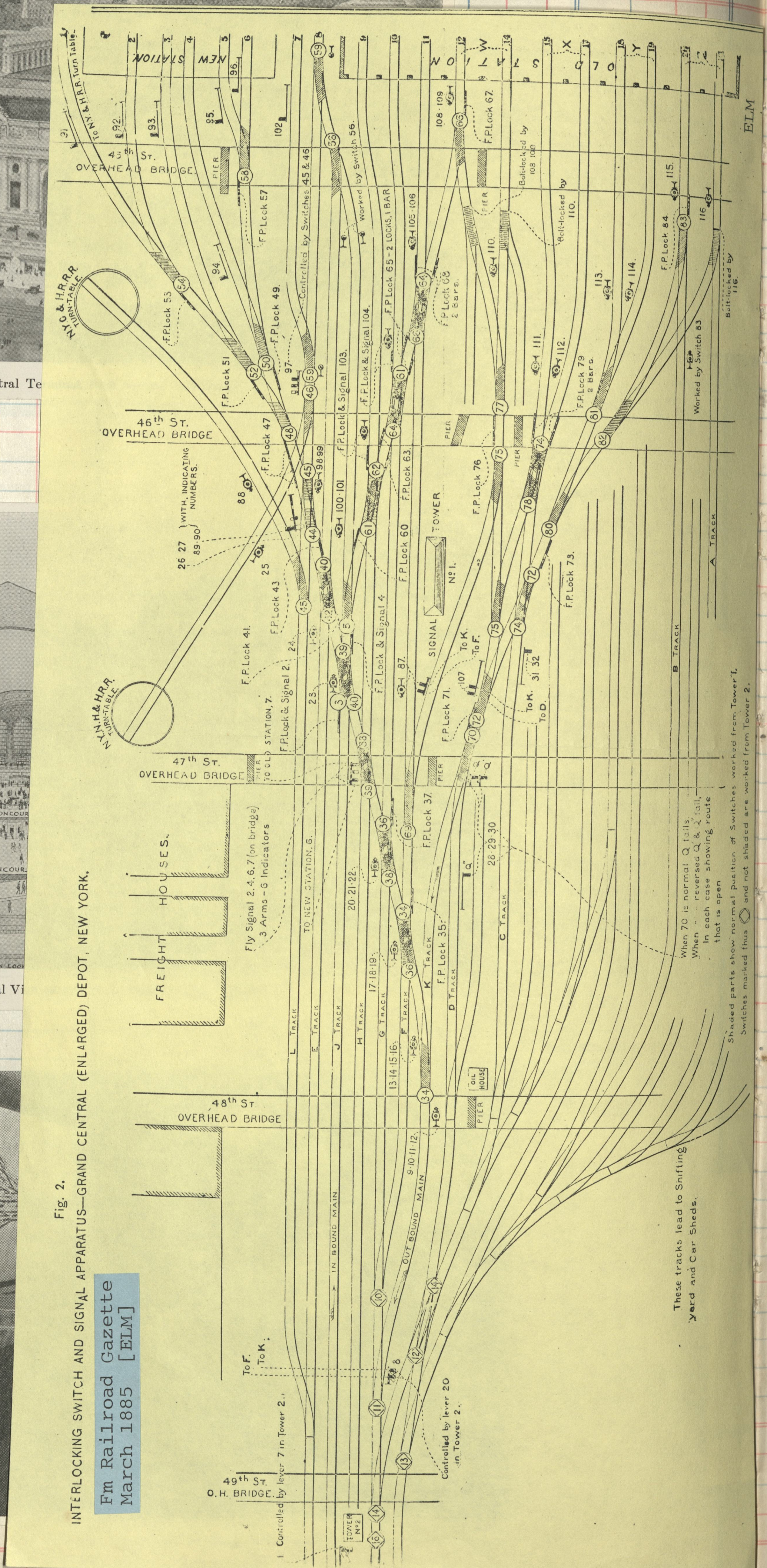
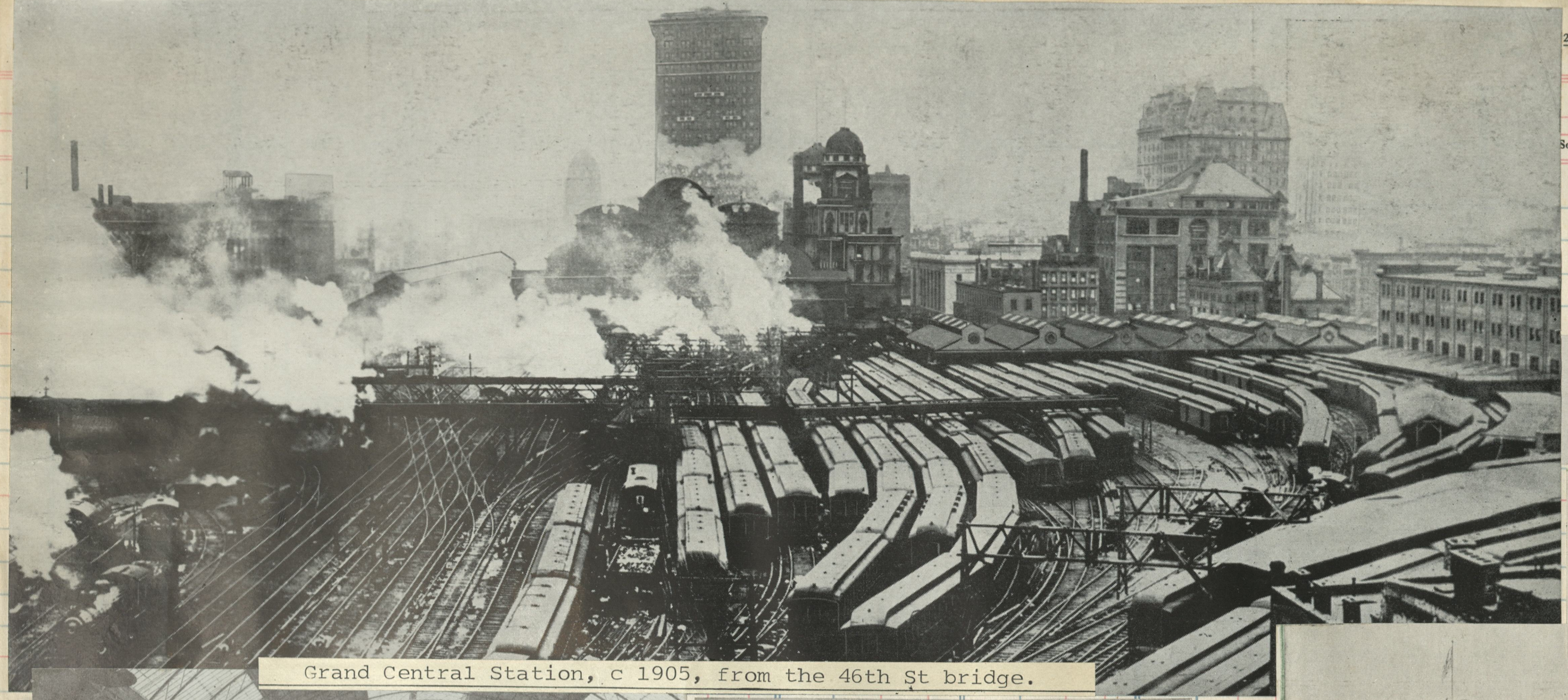

NEW STATION
OLD STATION
47th St. OVERHEAD BRIDGE
46th St. OVERHEAD BRIDGE
48th St. OVERHEAD BRIDGE
49th St. O.H. BRIDGE.
45th St. OVERHEAD BRIDGE
FREIGHT HOUSES.
Fly Signal 2.4.6.7 (on bridge) 3 Arms - 6 Indicators
TO NEW STATION. 6.
IN BOUND MAIN
OUT BOUND MAIN
L TRACK
E TRACK
J TRACK
SIGNAL TOWER No 1.
NY.N.H.&H.R.R. TURNTABLE
NYC&HRRR TURNTABLE
ELM
These tracks lead to Sniffing yard and Car Sheds.
Controlled by lever 7 in Tower 2.
Controlled by lever 20 in Tower 2.

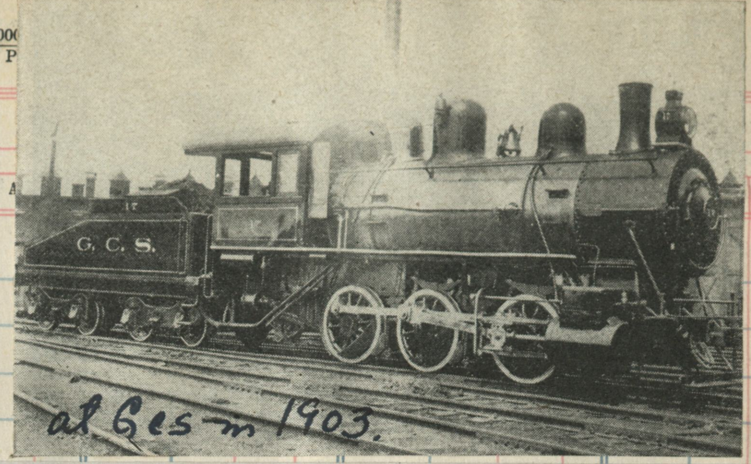
Fig. 2.

INTERLOCKING SWITCH AND SIGNAL APPARATUS—GRAND CENTRAL (ENLARGED) DEPOT, NEW YORK.

Fm Railroad Gazette
March 1885 [ELM]

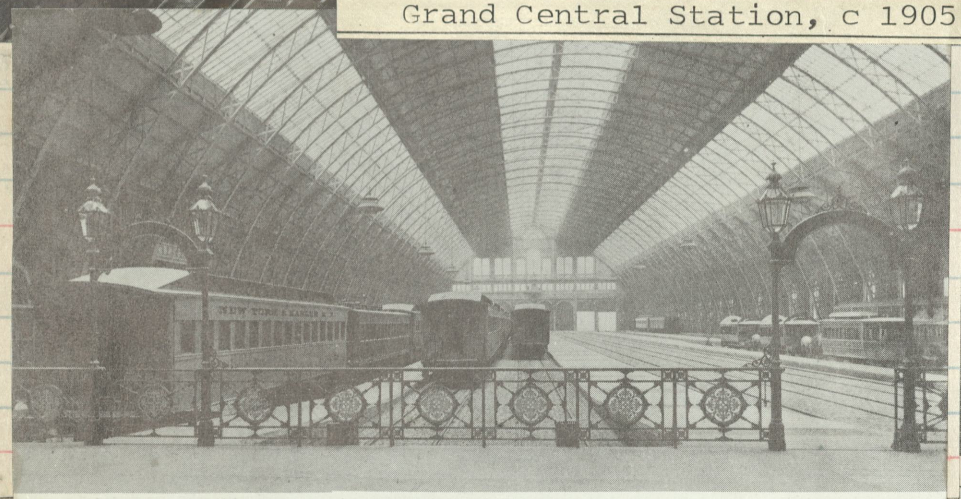


Grand Central Station, c 1905, from the 46th St bridge.

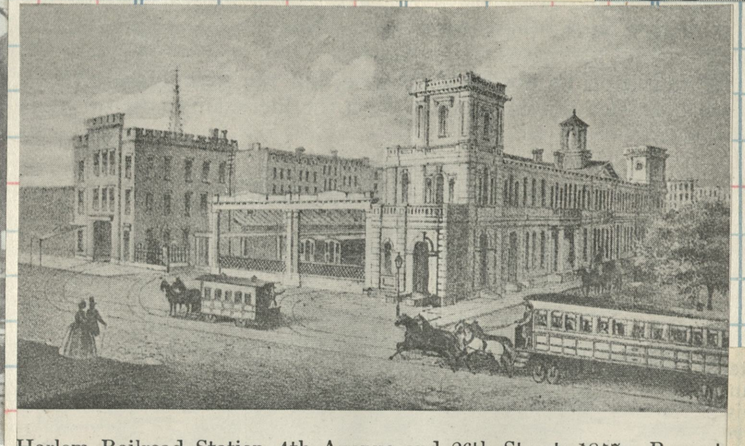


at GCS in 1903.

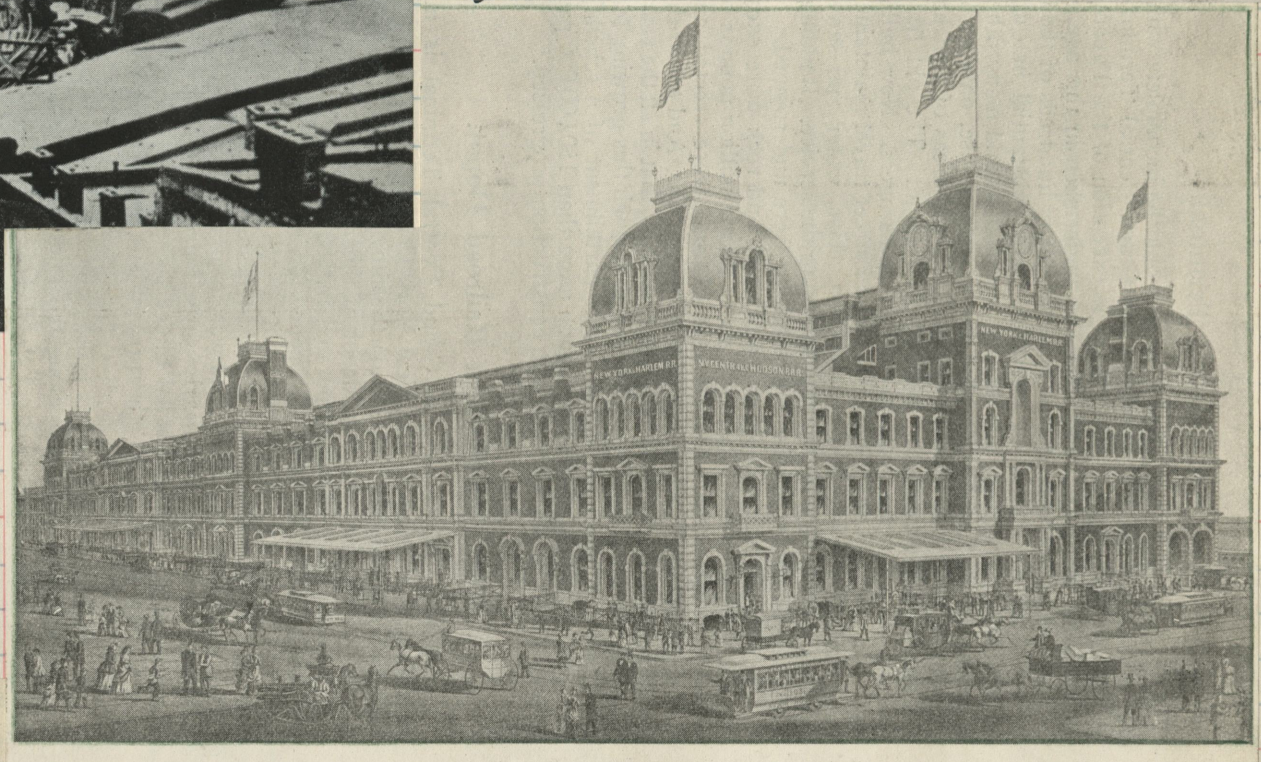
Built at Schenectady in 1903 GCS #17 was one of three [16-18] in class B-2. Renoed NYC&HR 373-375. c/n 28408.



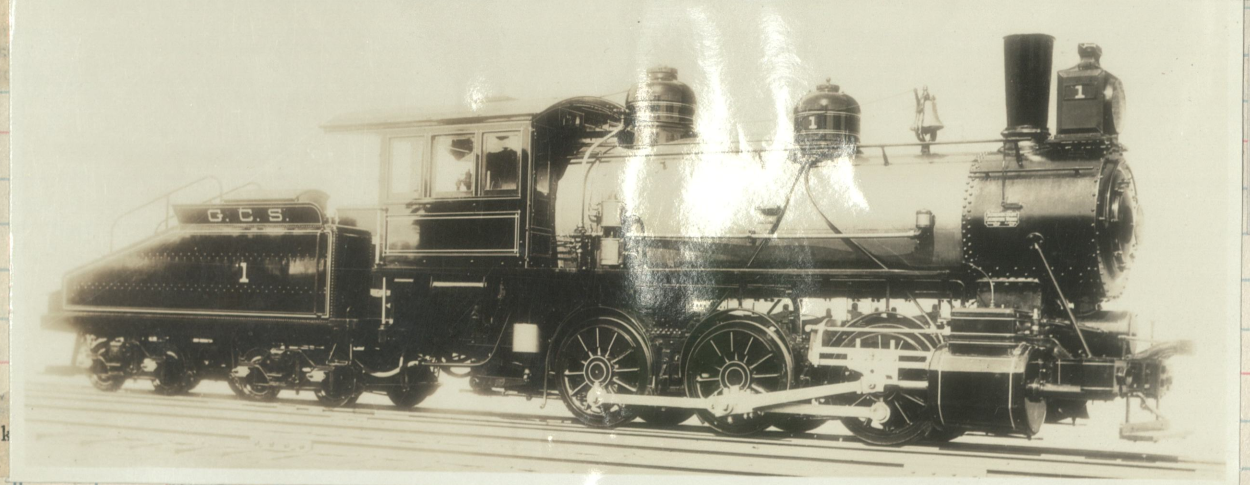
Original Grand Central Train Shed



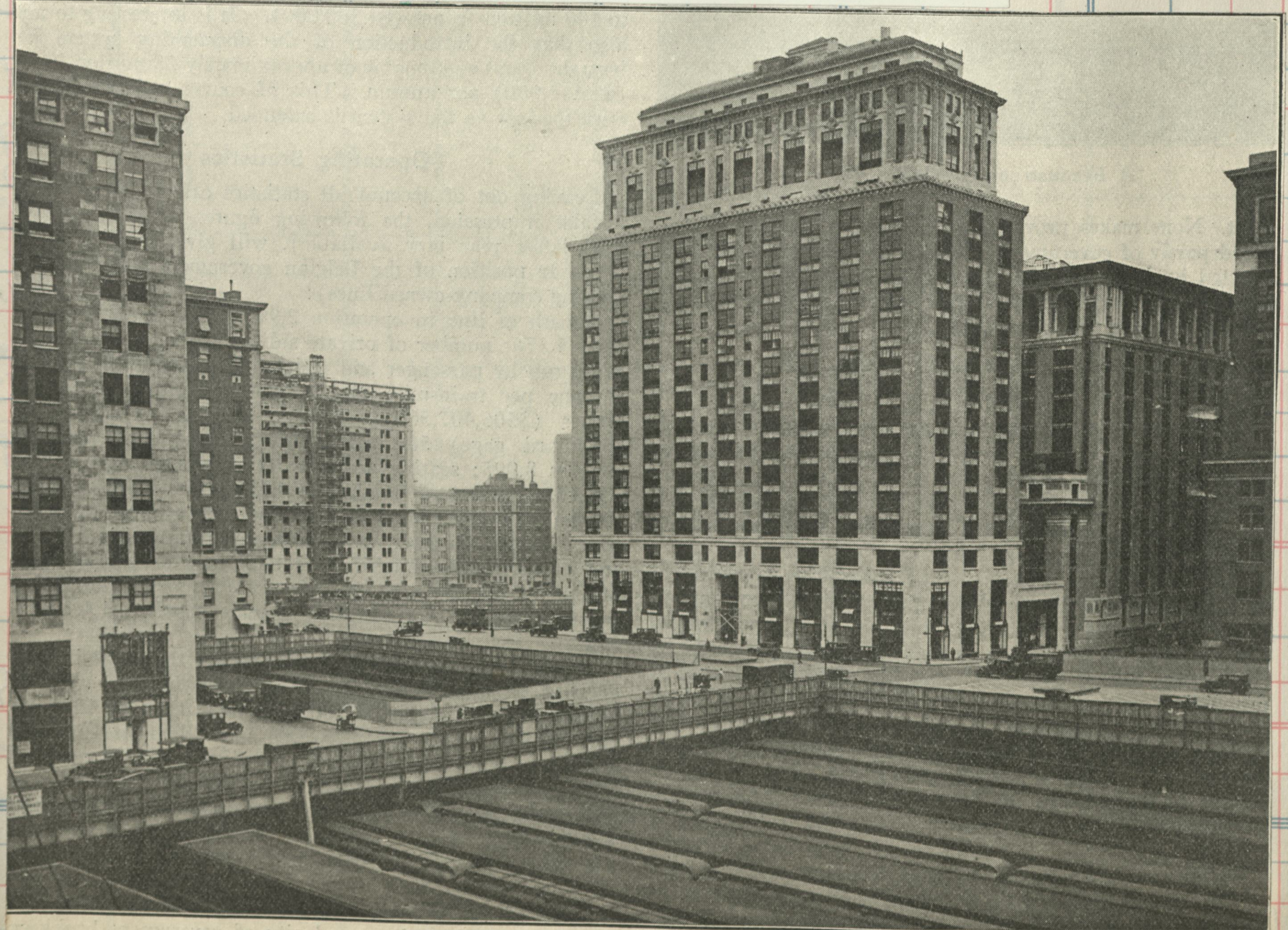
Harlem Railroad Station, 4th Avenue and 26th Street, 1857. Present Site of Madison Square Garden.



First Grand Central Depot, 1871, Park Avenue and 42d Street.



G.C.S. #1 B-4a
Schen 1896
c/n 4440
to NYC&HR 226,
2nd 204

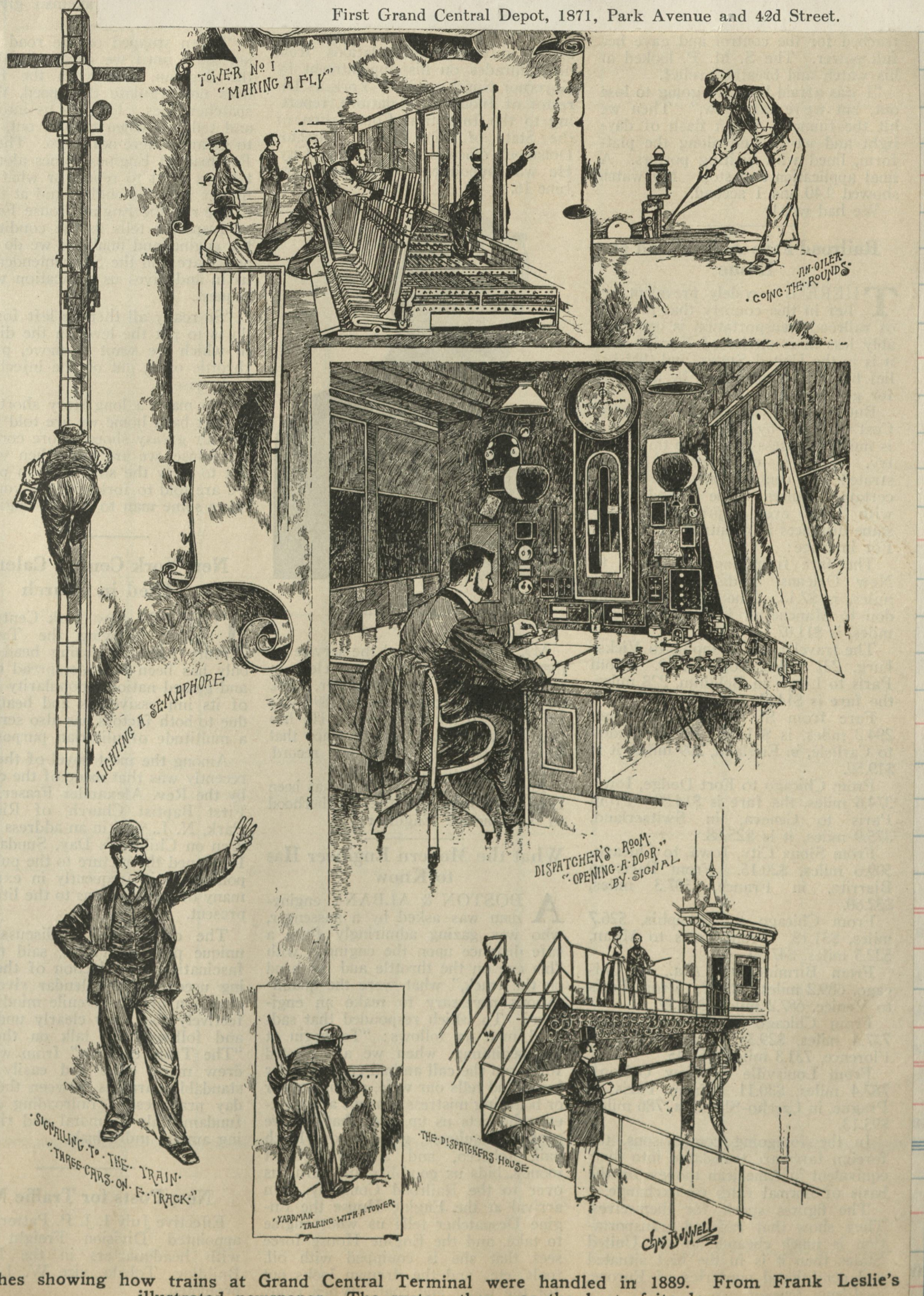


Copyright by Ewing Galloway, N. Y.

1923

Business Buildings and Apartment Houses Built Over Tracks at Grand Central Terminal, New York

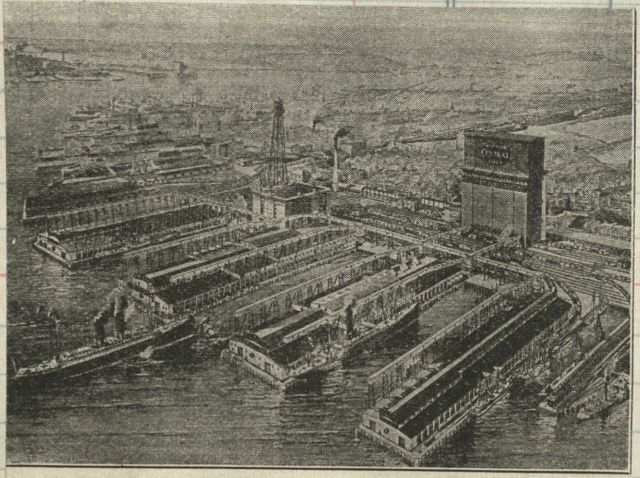
Looking Northeast from Vanderbilt Avenue and Forty-fifth Street


TOWER No 1 "MAKING A FLY"
THE OILER GOING THE ROUNDS
LIGHTING A SEMAPHORE
DISPATCHER'S ROOM "OPENING A DOOR" BY SIGNAL
SIGNALING THE TRAIN "THREE CARS ON F TRACK"
YARDMAN TALKING WITH A TOWER
Chas Bunnell

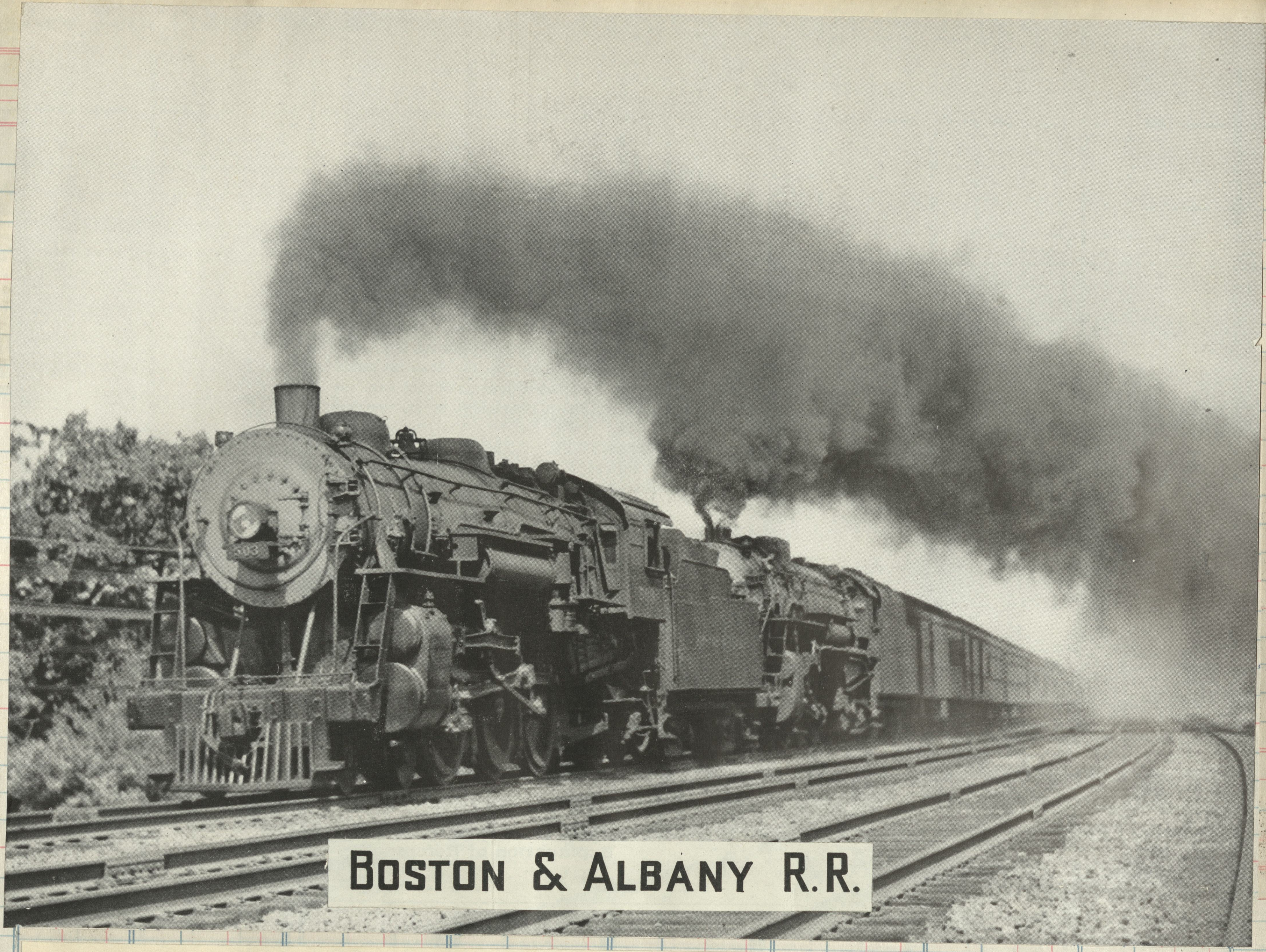
Sketches showing how trains at Grand Central Terminal were handled in 1889. From Frank Leslie's illustrated newspaper. The system then was the best of its day.

BOSTON AND ALBANY RAILROAD

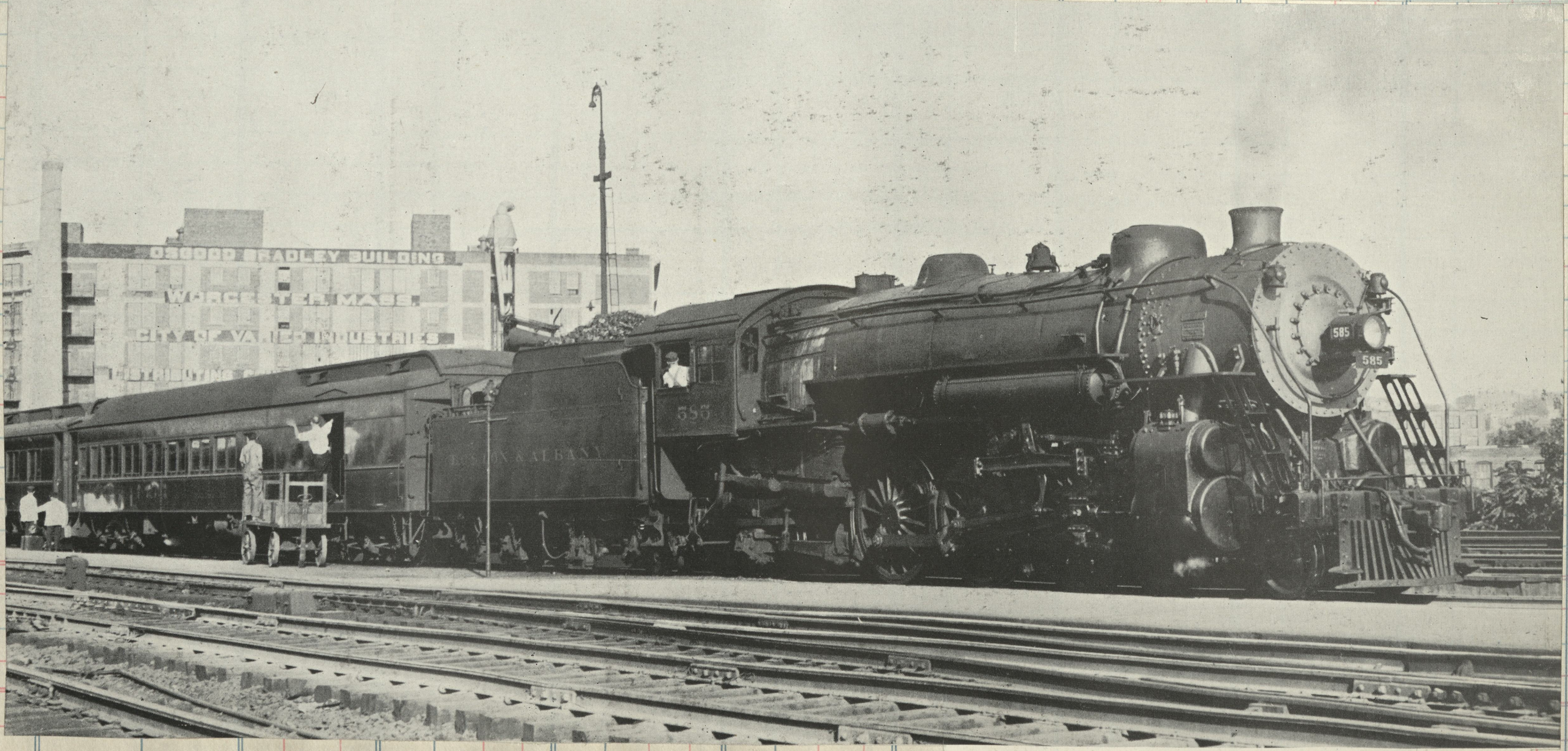
N.Y.C.R.R.CO. Lessee



Boston & Albany Railroad Docks, East Boston

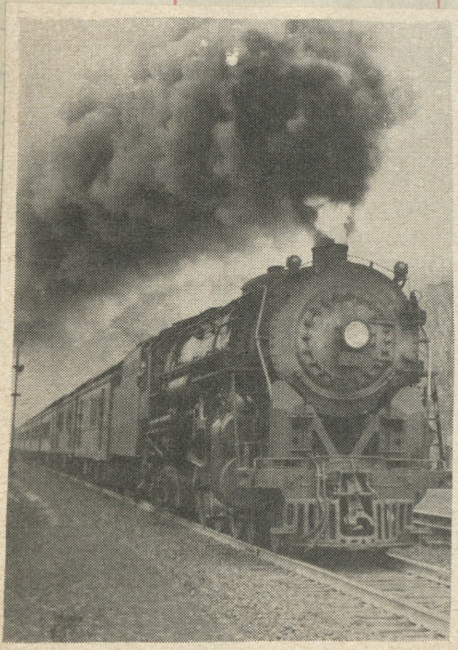

503
BOSTON & ALBANY R.R.

The profile of the Boston & Albany made it necessary often times to double head its trains. Here a K-3 (4-6-2) and a J-2 (4-6-4) charge along with a consist of heavyweights.


OSGOOD BRADLEY BUILDING
WORCESTER MASS.
CITY OF VARIED INDUSTRIES
585
BOSTON & ALBANY

The Wolverine, Boston & Albany, about to leave Worcester Union Station,

Another 'reborn' K-11. Orginally K-11f #3179 [c/n 54176 Schenectady 1913] rebuilt at West Albany 1924 to K-14g noed B&A #585. Later renoed 4385.

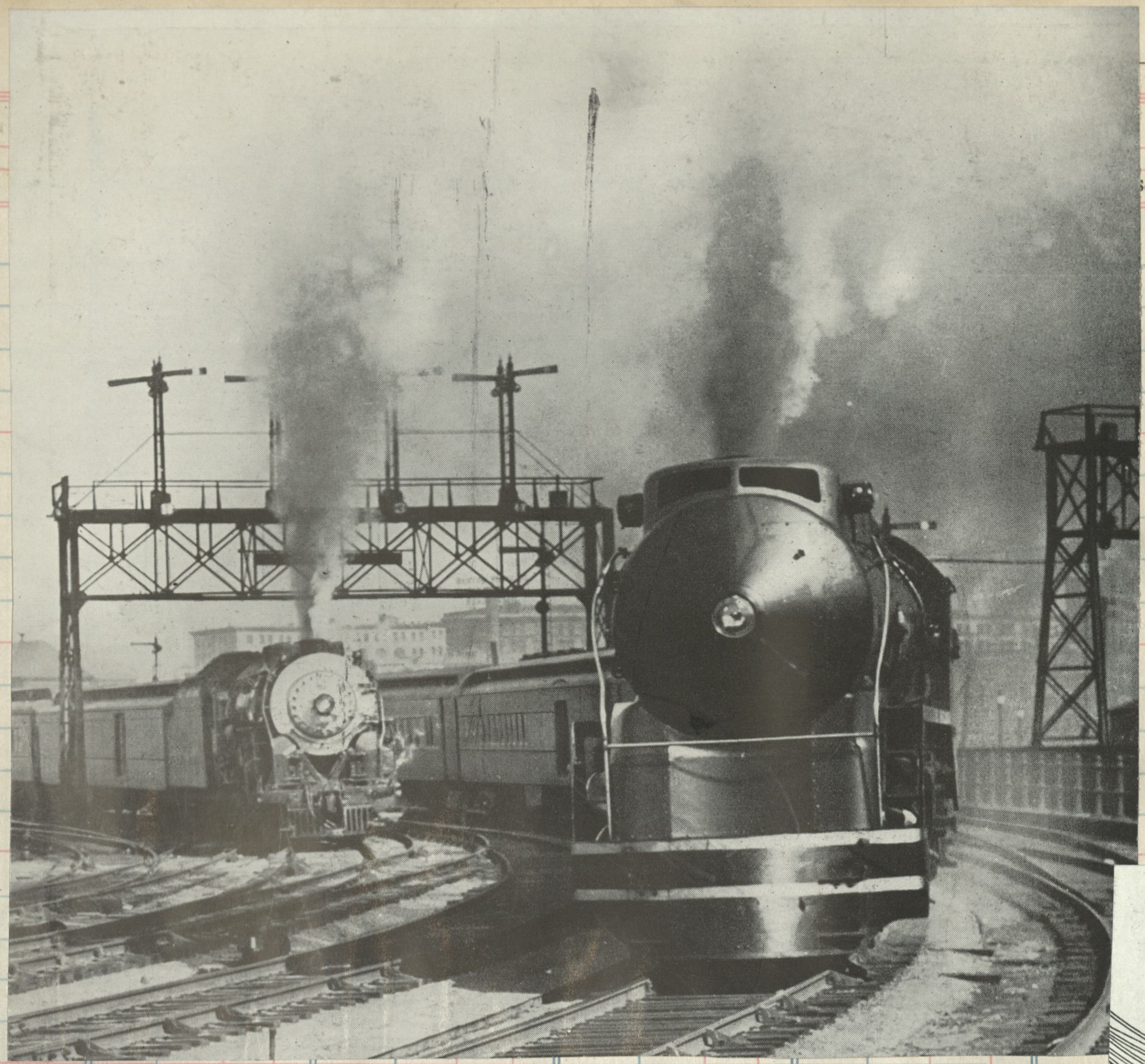


Allston Railroad Photographs

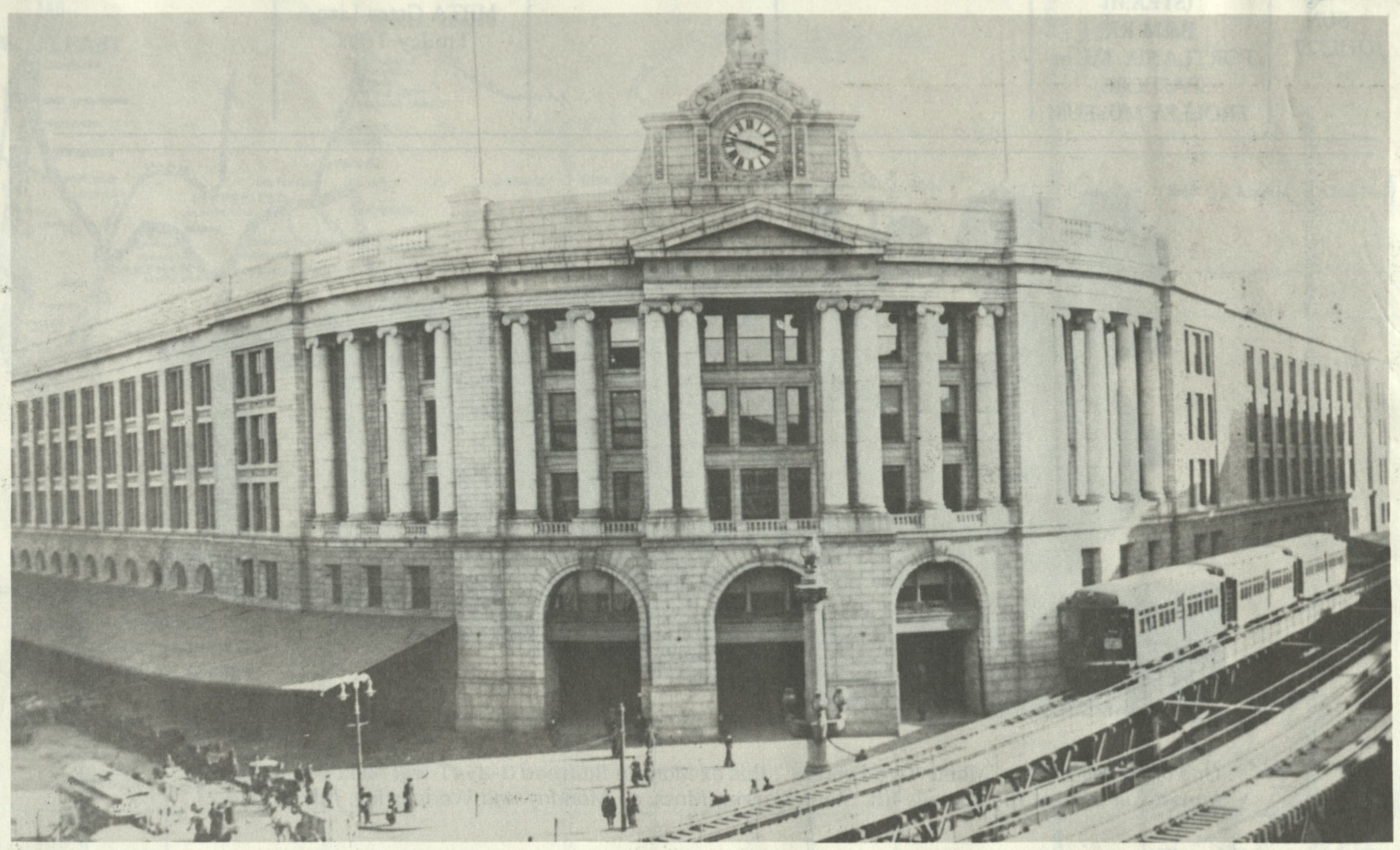
BOSTON & ALBANY'S ENGINE 611

Photograph snapped as locomotive 611 pulled fast passenger train through Warren, Mass.

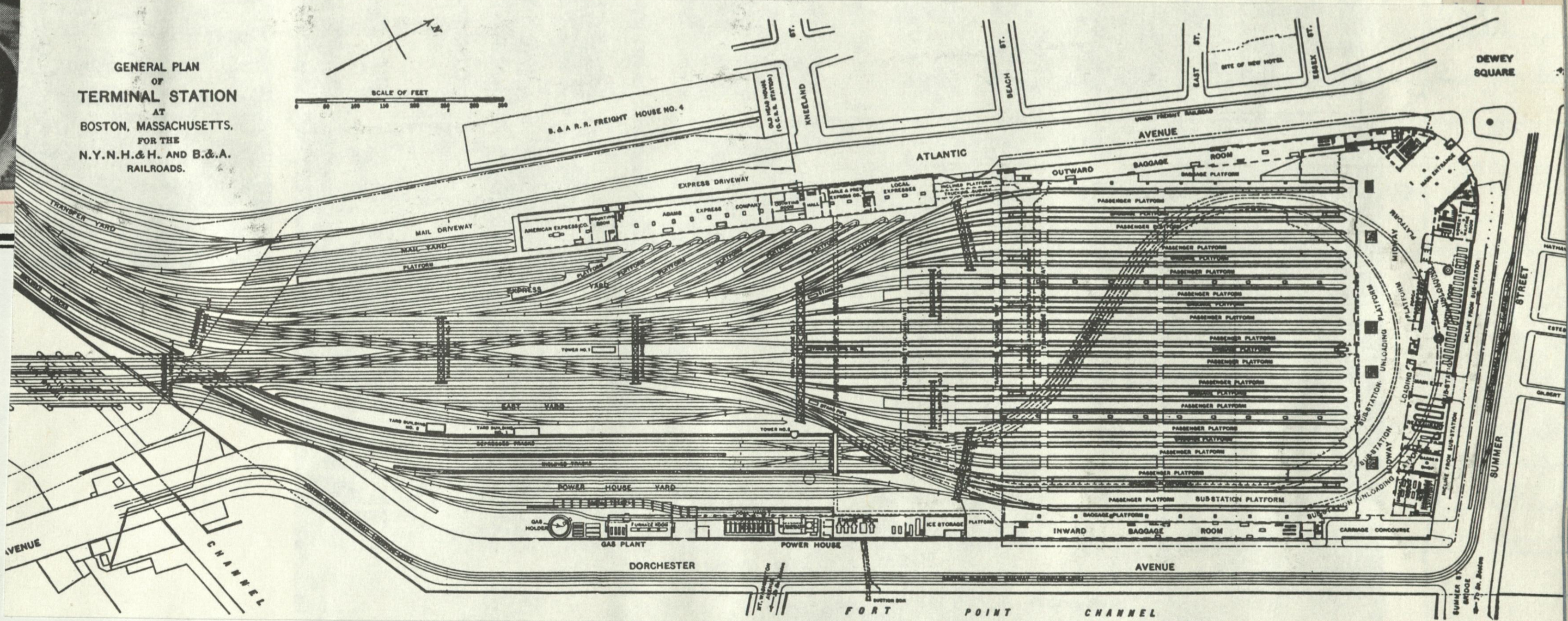
Clos. No. Sold

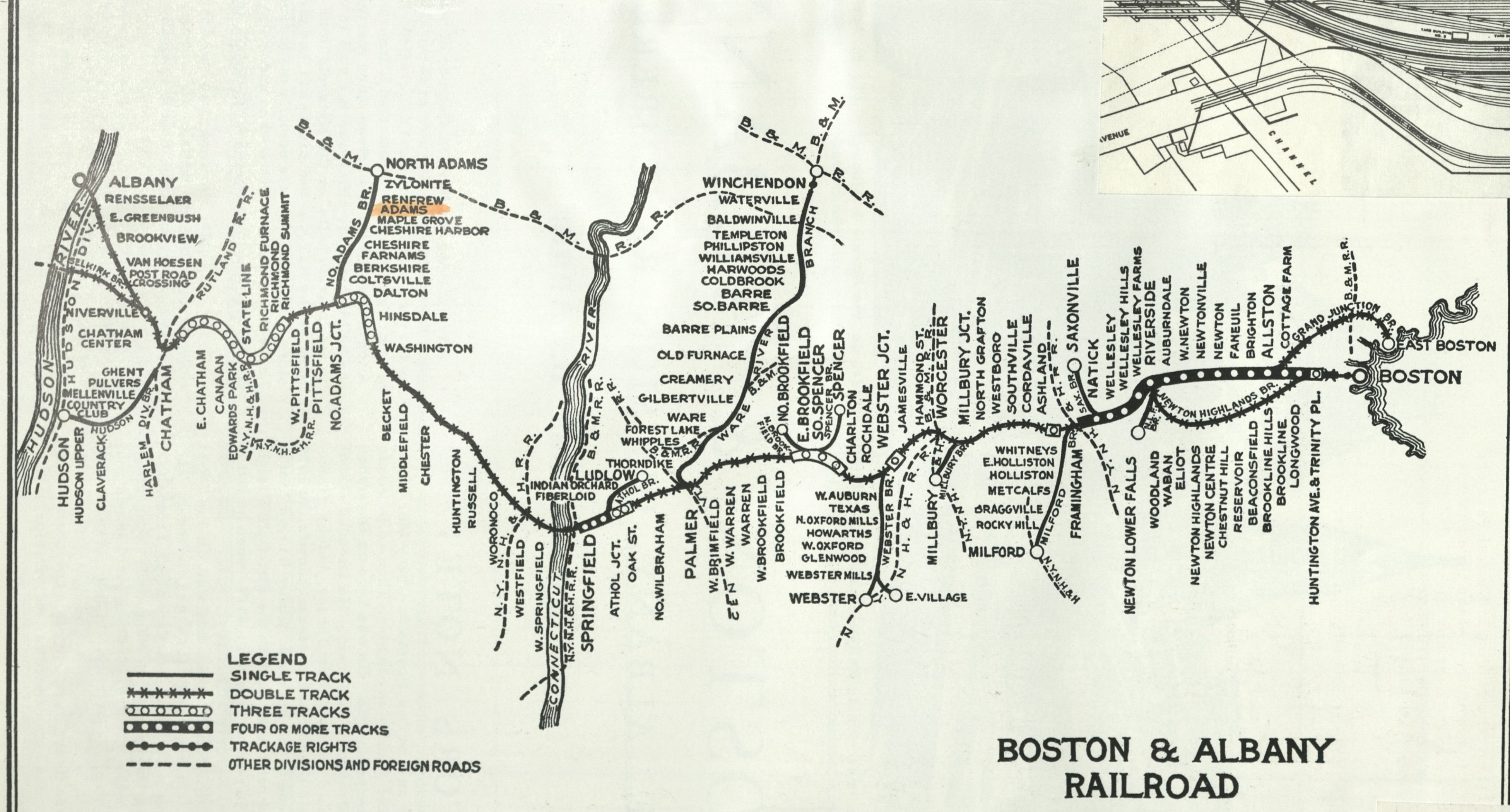


South Station was designed by Shepley, Rutan, and Coolidge and built in 1898 as a combined terminal for the New Haven and the Boston & Albany roads. It had twenty-eight tracks and a concourse, initially open but later enclosed, 620 feet long and 130 feet wide. It was for years the largest and busiest station in the country. For example, in the year ending June 30, 1916, it handled 38 million passengers, about 16 million more than Grand Central.

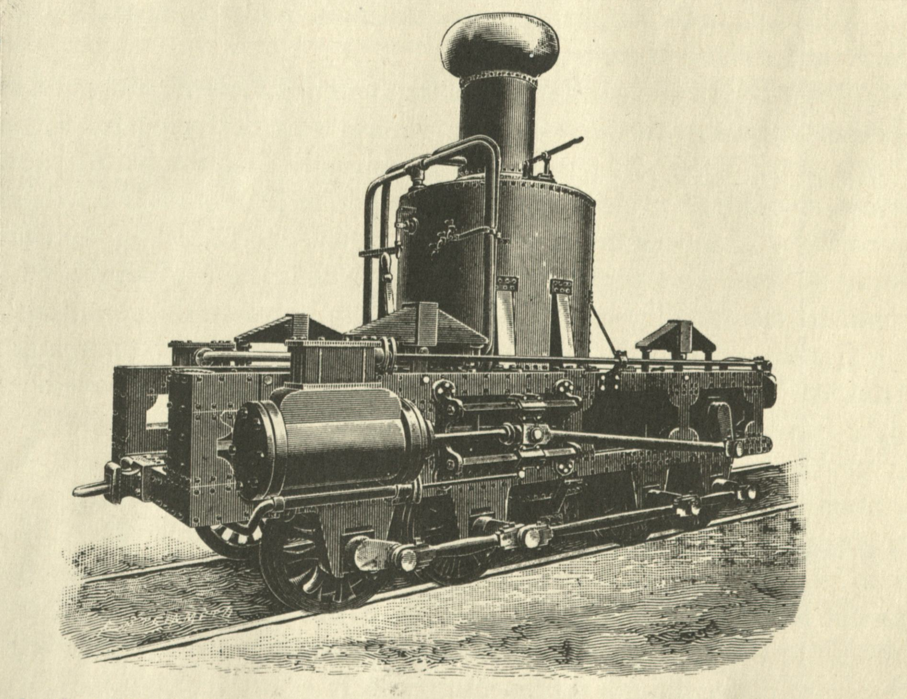


SOUTH STATION, BOSTON MASSACHUSETTS


GENERAL PLAN
OF
TERMINAL STATION
AT
BOSTON, MASSACHUSETTS.
FOR THE
N.Y.N.H.&H. AND B.&A.
RAILROADS.
SCALE OF FEET
B. & A R. R. FREIGHT HOUSE NO. 4
EXPRESS DRIVEWAY
MAIL DRIVEWAY
MAIL YARD
TRANSFER YARD
AMERICAN EXPRESS CO.
ATLANTIC
DEWEY SQUARE
OUTWARD BAGGAGE ROOM
INWARD BAGGAGE ROOM
POWER HOUSE
DORCHESTER AVENUE
FORT POINT CHANNEL
AVENUE
CHANNEL

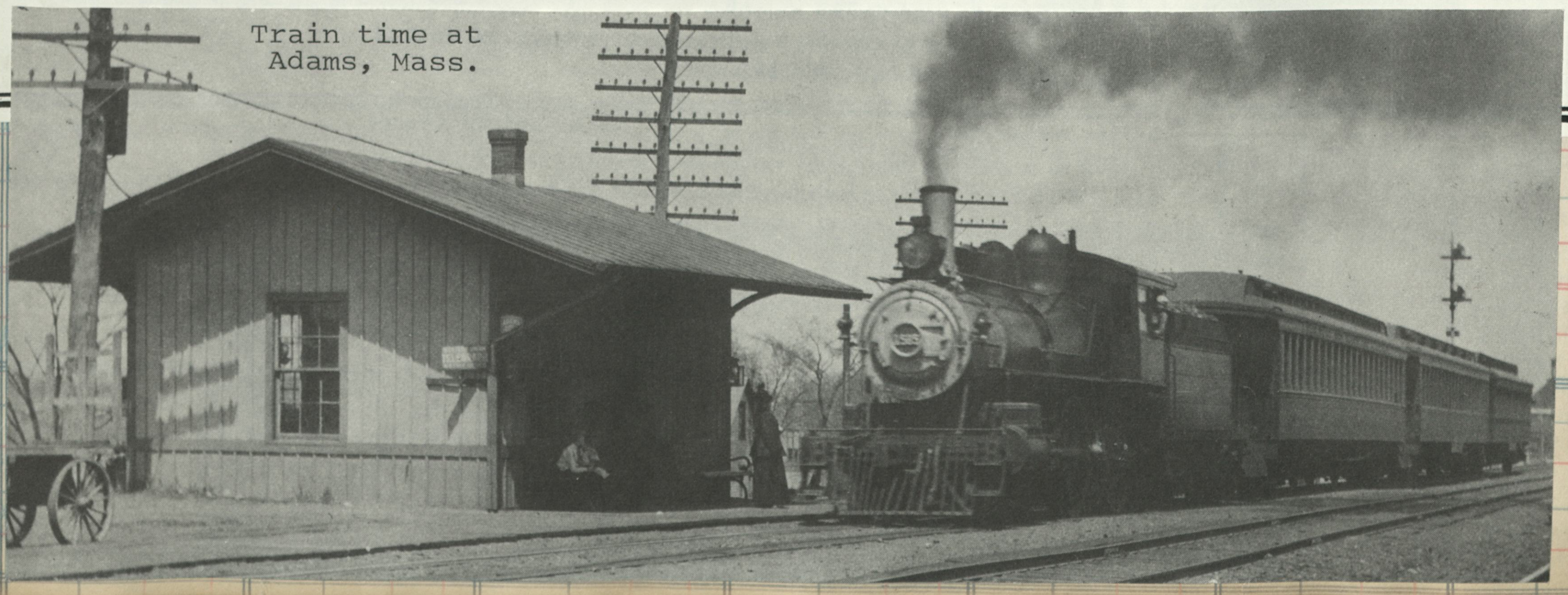

ALBANY
RENSSELAER
E. GREENBUSH
BROOKVIEW
VAN HOESEN
POST ROAD CROSSING
NIVERVILLE
CHATHAM CENTER
GHENT
PULVERS
MELLENVILLE
COUNTRY CLUB
HUDSON
HUDSON UPPER
CLAVERACK
HARLEM DIV. BR.
HUDSON RIVER
HUDSON DIV.
SELKIRK BR.
RUTLAND R.R.
CHATHAM
E. CHATHAM
CANAAN
EDWARDS PARK
STATE LINE
RICHMOND FURNACE
RICHMOND
RICHMOND SUMMIT
N.Y.N.H.&H.R.R.
W. PITTSFIELD
PITTSFIELD
NO. ADAMS JCT.
NO. ADAMS BR.
B. & M.
NORTH ADAMS
ZYLONITE
RENFREW
ADAMS
MAPLE GROVE
CHESHIRE HARBOR
CHESHIRE
FARNAMS
BERKSHIRE
COLTSVILLE
DALTON
HINSDALE
WASHINGTON
BECKET
MIDDLEFIELD
CHESTER
HUNTINGTON
RUSSELL
WORONOCO
WESTFIELD
W. SPRINGFIELD
N.Y.N.H.&H.R.R.
CONNECTICUT RIVER
SPRINGFIELD
INDIAN ORCHARD
FIBERLOID
LUDLOW
THORNDIKE
ATHOL BR.
ATHOL JCT.
OAK ST.
NO. WILBRAHAM
B. & M. R. R.
B. & M. R. R.
FOREST LAKE
WHIPPLES
WARE
GILBERTVILLE
CREAMERY
OLD FURNACE
BARRE PLAINS
SO. BARRE
BARRE
COLDBROOK
HARWOODS
WILLIAMSVILLE
PHILLIPSTON
TEMPLETON
BALDWINVILLE
WATERVILLE
WINCHENDON
WARE RIVER B.&M.
BRANCH
B. & M. R. R.
PALMER
W. BRIMFIELD
CEN. V.
W. WARREN
WARREN
W. BROOKFIELD
BROOKFIELD
N. BROOKFIELD BR.
NO. BROOKFIELD
E. BROOKFIELD
SO. SPENCER
SPENCER BR.
SPENCER
CHARLTON
ROCHDALE
WEBSTER JCT.
W. AUBURN
TEXAS
N. OXFORD MILLS
HOWARTHS
W. OXFORD
GLENWOOD
WEBSTER MILLS
WEBSTER
E. VILLAGE
WEBSTER BR.
N. H. & H. R. R.
JAMESVILLE
HAMMOND ST.
B. & M. R. R.
WORCESTER
MILLBURY
MILLBURY BR.
MILLBURY JCT.
NORTH GRAFTON
WESTBORO
SOUTHVILLE
CORDAVILLE
ASHLAND
WHITNEYS
E. HOLLISTON
HOLLISTON
METCALFS
BRAGGVILLE
ROCKY HILL
MILFORD
N.Y.N.H.&H.
FRAMINGHAM
SAX. BR.
SAXONVILLE
NATICK
N.Y.N.H.&H.R.R.
NEWTON LOWER FALLS
WELLESLEY
WELLESLEY HILLS
WELLESLEY FARMS
RIVERSIDE
AUBURNDALE
W. NEWTON
NEWTONVILLE
NEWTON
FANEUIL
BRIGHTON
ALLSTON
COTTAGE FARM
WOODLAND
WABAN
ELIOT
NEWTON HIGHLANDS
NEWTON CENTRE
CHESTNUT HILL
RESERVOIR
BEACONSFIELD
BROOKLINE HILLS
BROOKLINE
LONGWOOD
HUNTINGTON AVE. & TRINITY PL.
NEWTON HIGHLANDS BR.
GRAND JUNCTION BR.
B. & M. R. R.
EAST BOSTON
BOSTON
LEGEND
SINGLE TRACK
DOUBLE TRACK
THREE TRACKS
FOUR OR MORE TRACKS
TRACKAGE RIGHTS
OTHER DIVISIONS AND FOREIGN ROADS

BOSTON & ALBANY RAILROAD



The first "Mud Digger" type designed by Ross Winans and built by M. W. Baldwin for the Western Railroad of Massachusetts, 1844.

Train time at
Adams, Mass.



1260-1267 c/n 44874 Schenectady 1907 Renoed 316

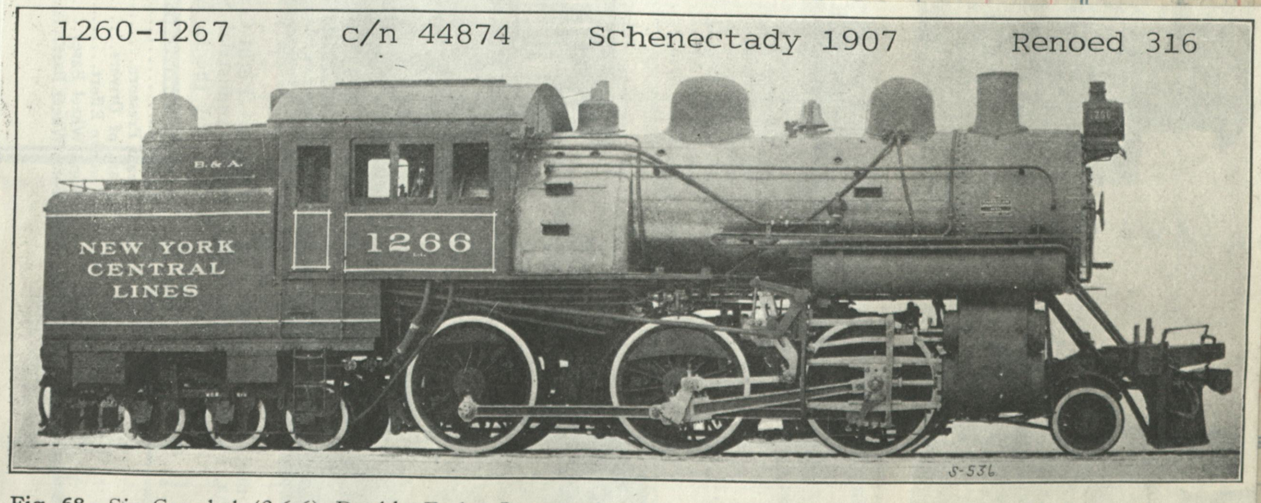
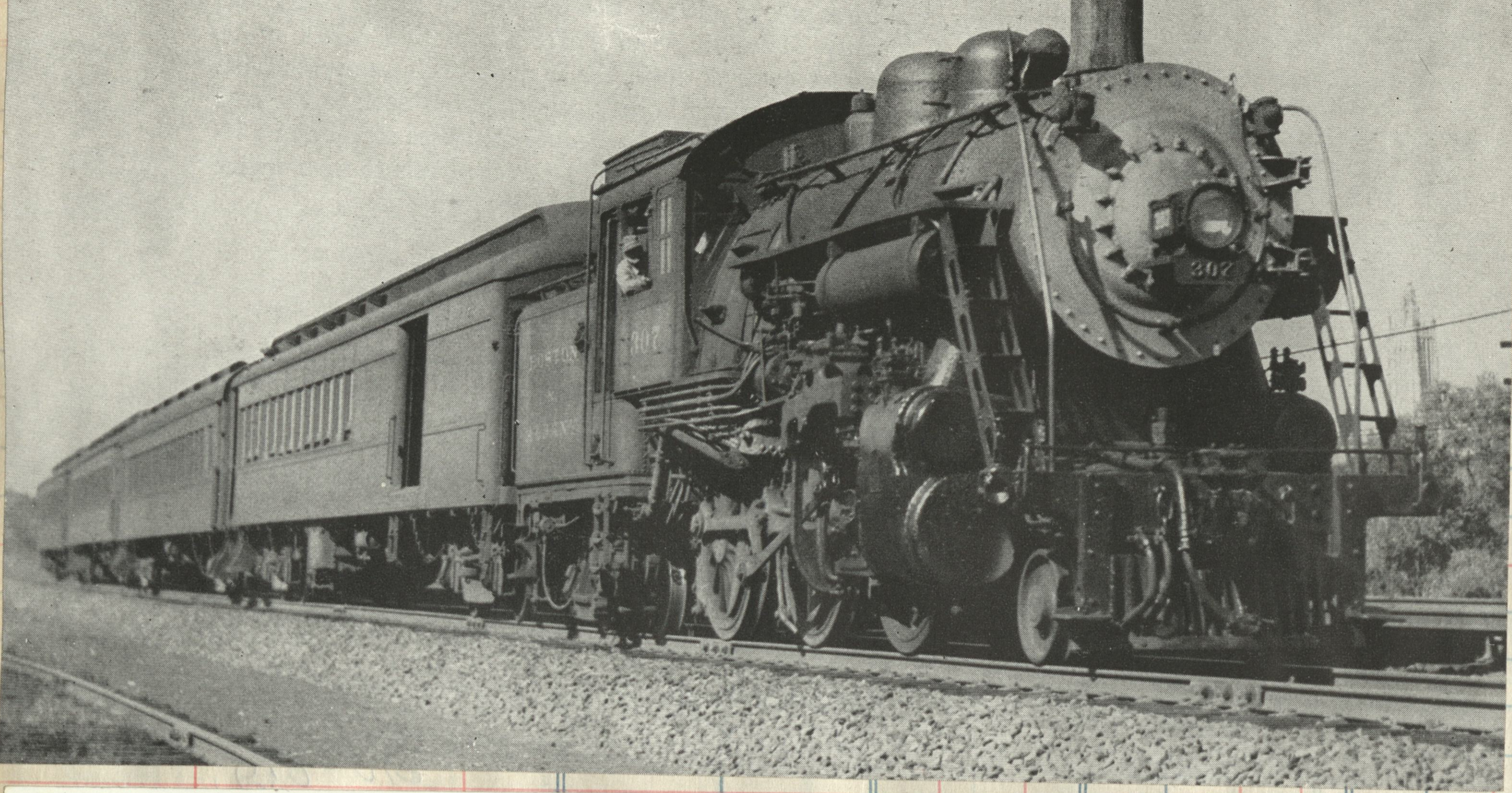
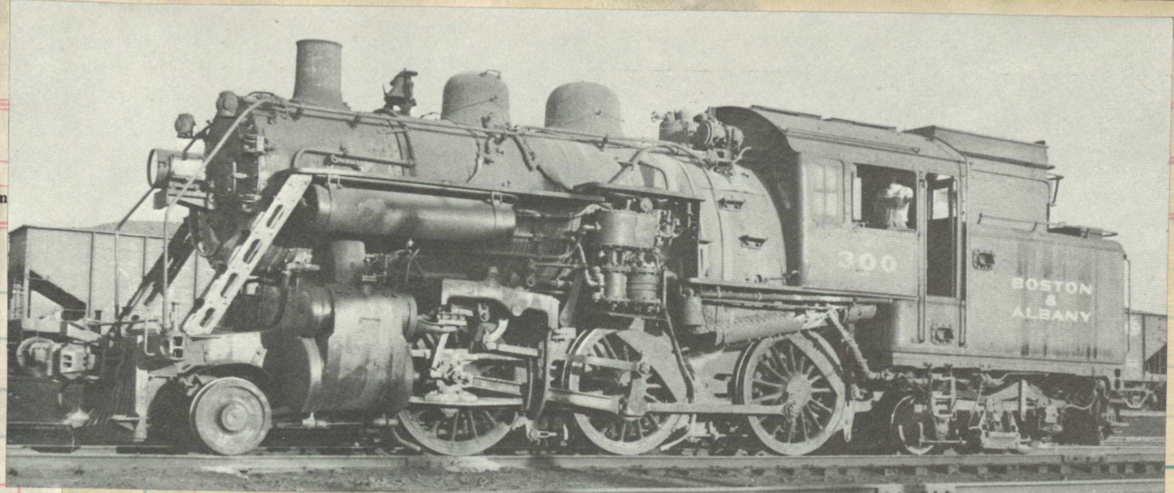

B&A
NEW YORK
CENTRAL
LINES
1266
S-536

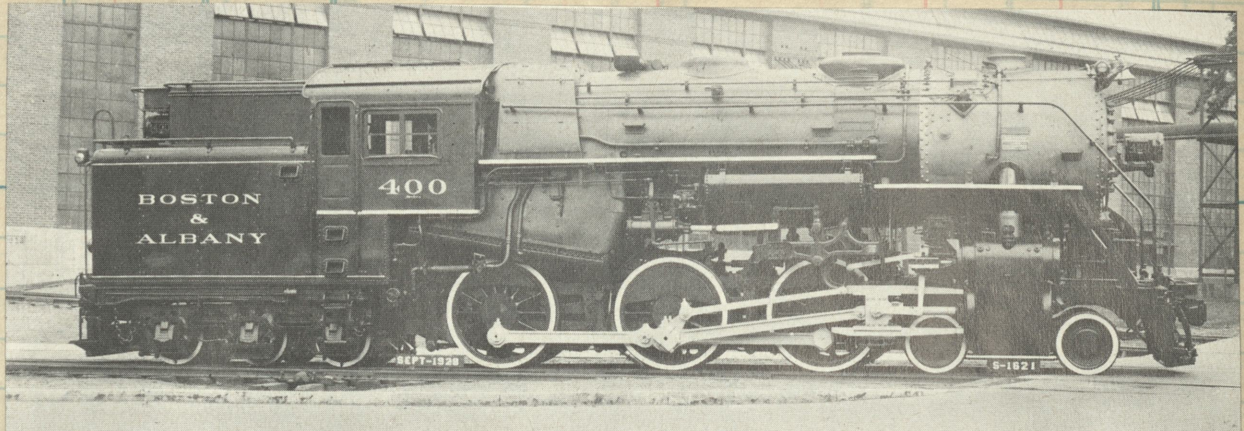
Fig. 68—Six-Coupled (2-6-6) Double Ender Locomotive for Suburban Passenger Service. Built for Boston & Albany by the American Locomotive Company.

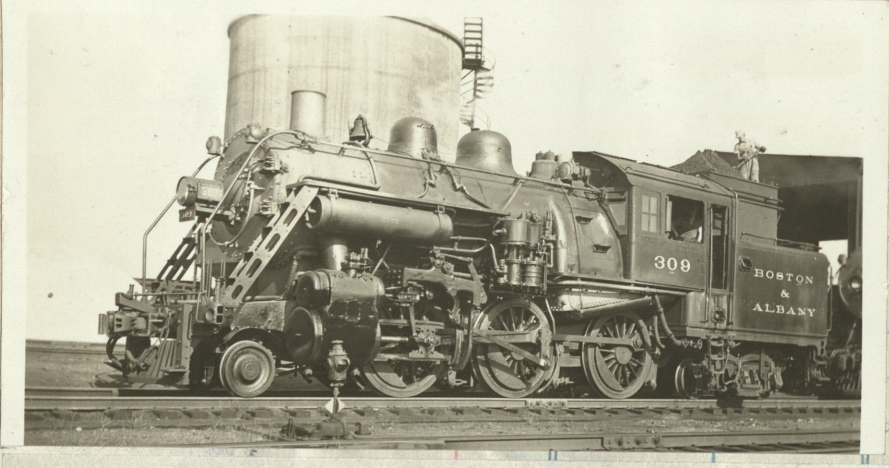
Gage	4 ft. 8½ in.	Heating Surface, Tubes	2,275.4 sq. ft.
Cylinders	20 in. x 24 in.	Heating Surface, Firebox	159.3 sq. ft.
Steam Pressure	200 lbs.	Heating Surface, Total	2,434.7 sq. ft.
Diam. of Drivers	63 in.	Grate Area	56 sq. ft.
Tractive Effort	25,900 lbs.	Weight on Drivers	137,500 lbs.
Rigid Wheel Base	15 ft.	Weight, Total	229,000 lbs.
Total Wheel Base	23 ft.	Fuel	Anthracite (pea) coal

The 307, a 2-6-6T, paddles along eastbound thru Allston with four cars of suburbanites. Ten were built at Schenectady in 1906 numbered 1250-1259, renoed 300-309 in 1912.
c/n 39661

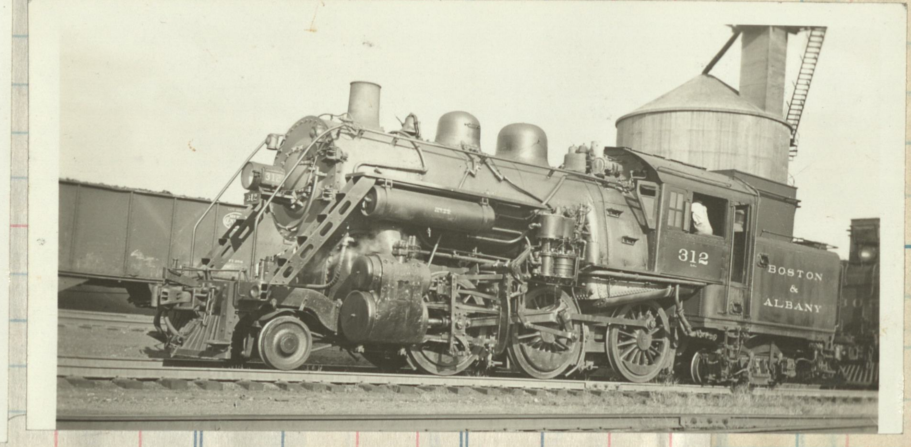



300
BOSTON & ALBANY

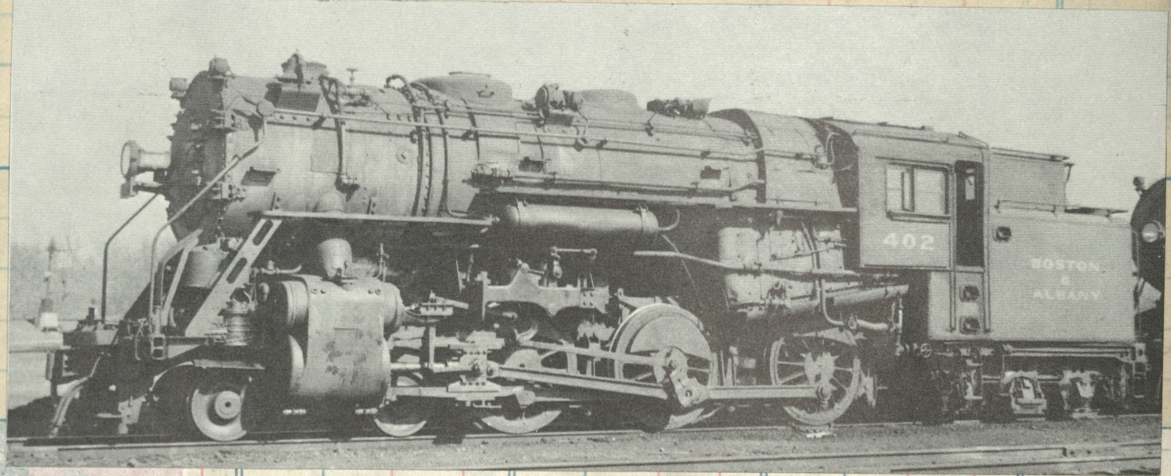

BOSTON & ALBANY
400
SEPT-1928
S-1821


309
BOSTON & ALBANY

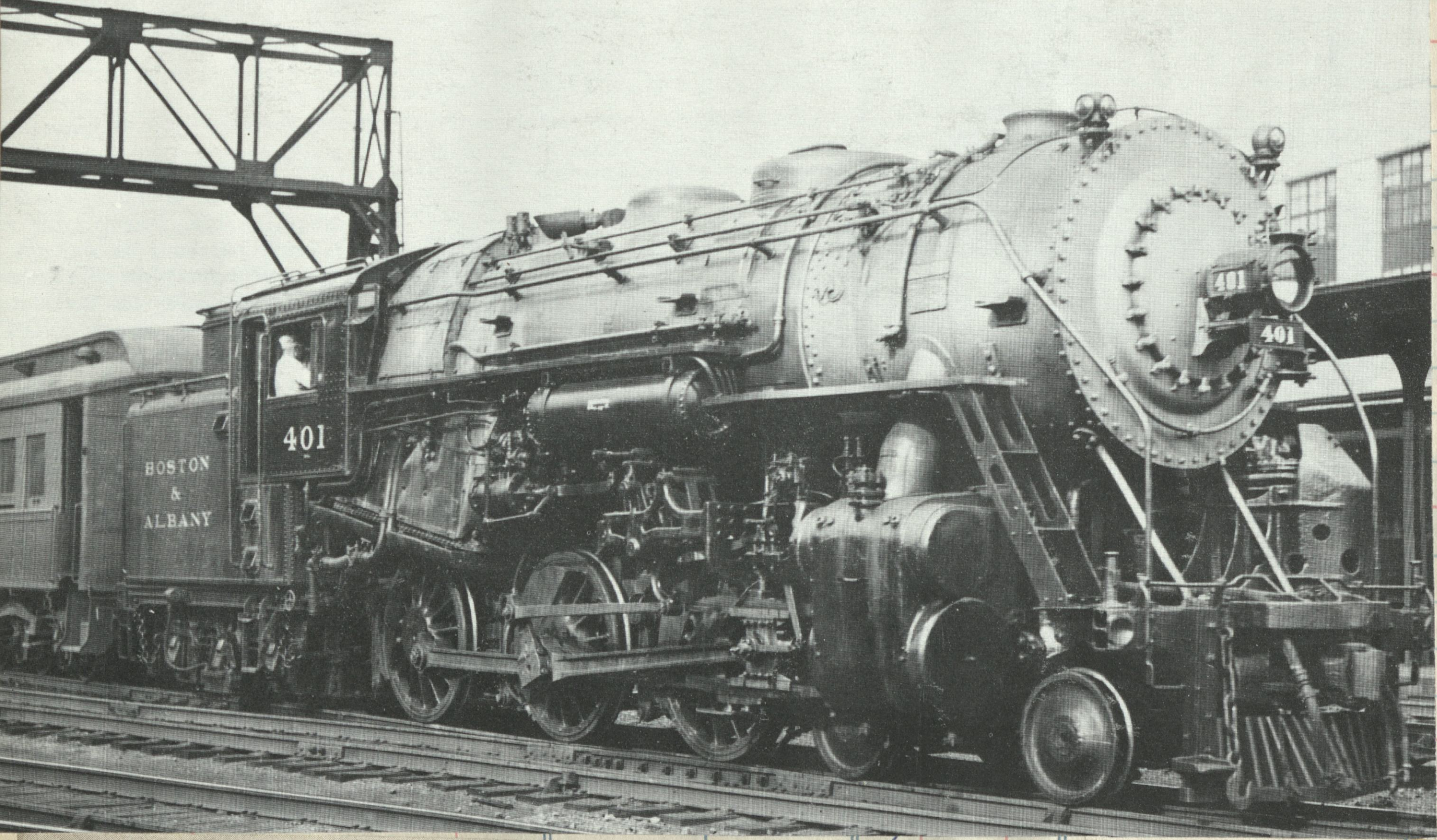
At Beacon Park September 7, 1937
Photo by Ed May

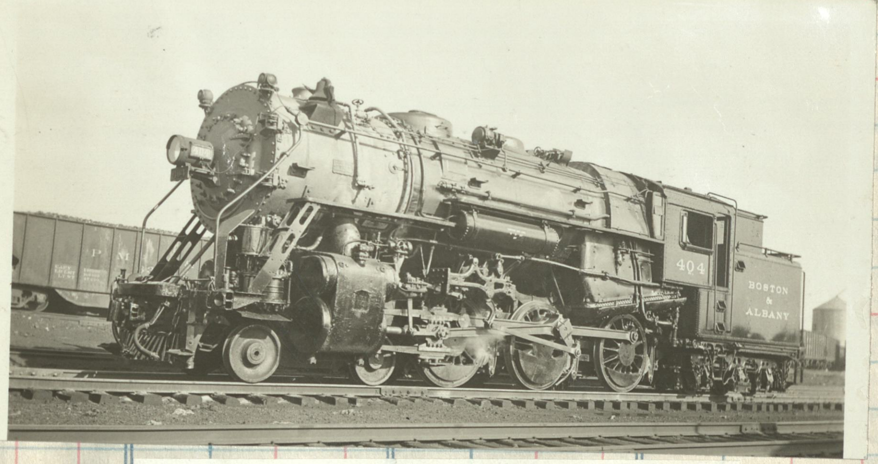

312
BOSTON & ALBANY

310-317 c/n 44870 Schenectady 1907
Org nos 1260-1267
Photo by Ed May


402
BOSTON & ALBANY

400-404 c/n 67610 Schenectady 1928

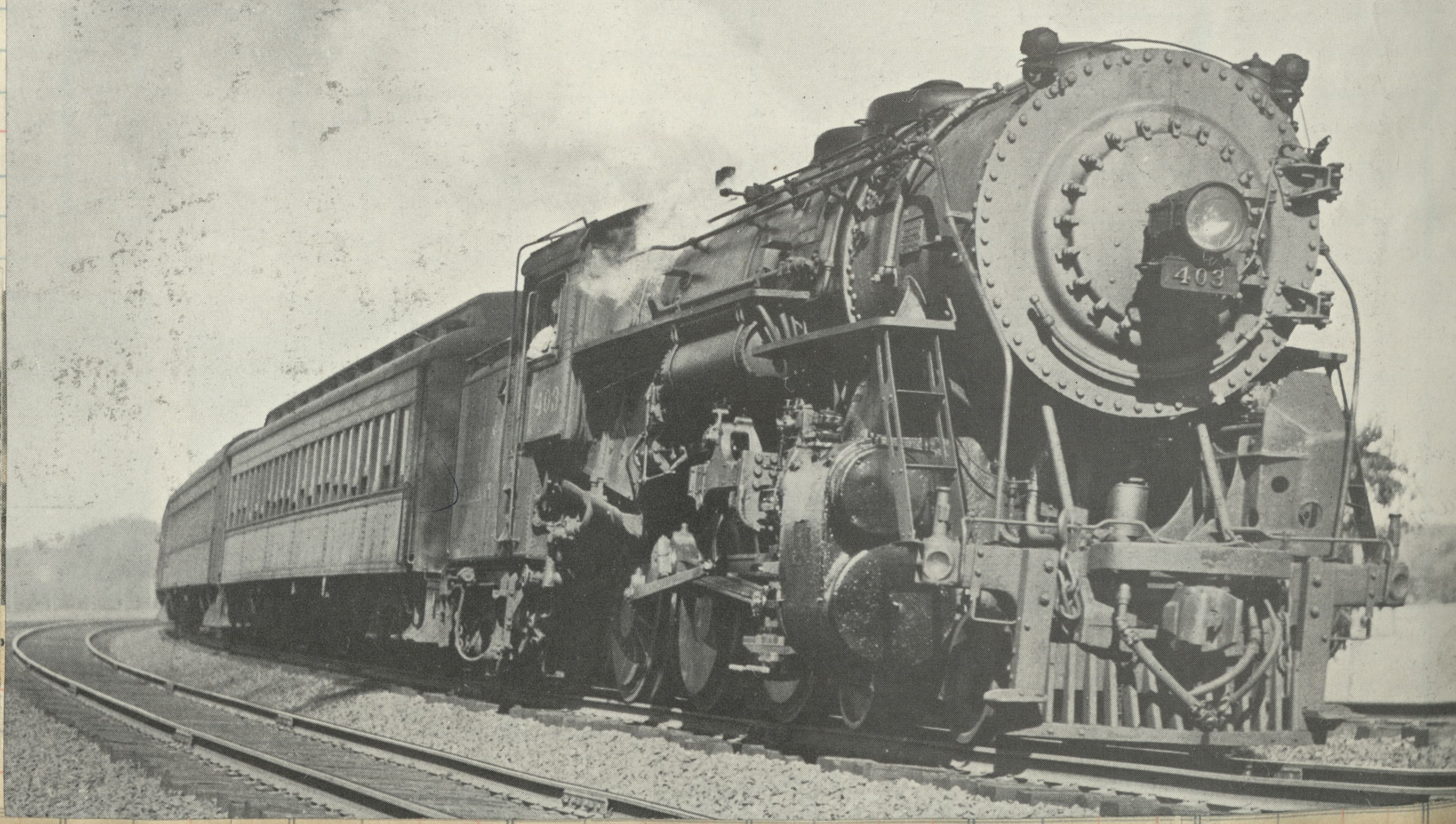

401
BOSTON & ALBANY

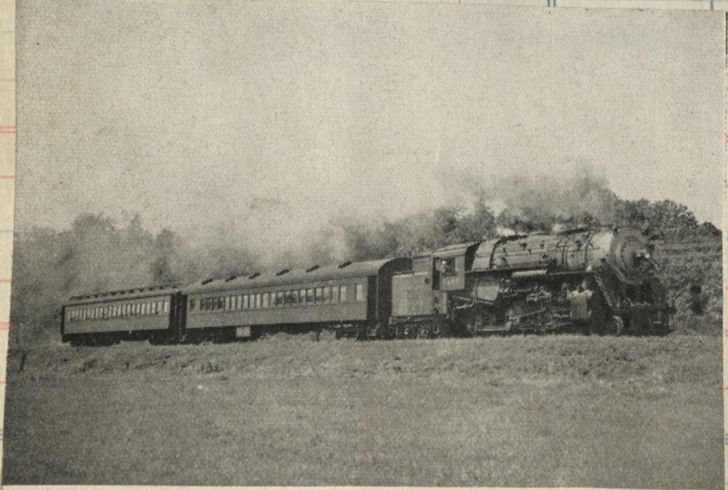

401
BOSTON & ALBANY

at Beacon Park Ed May foto

engine 404 was photographed backing up with Worcester train from Boston.

Gliding thru Riverside

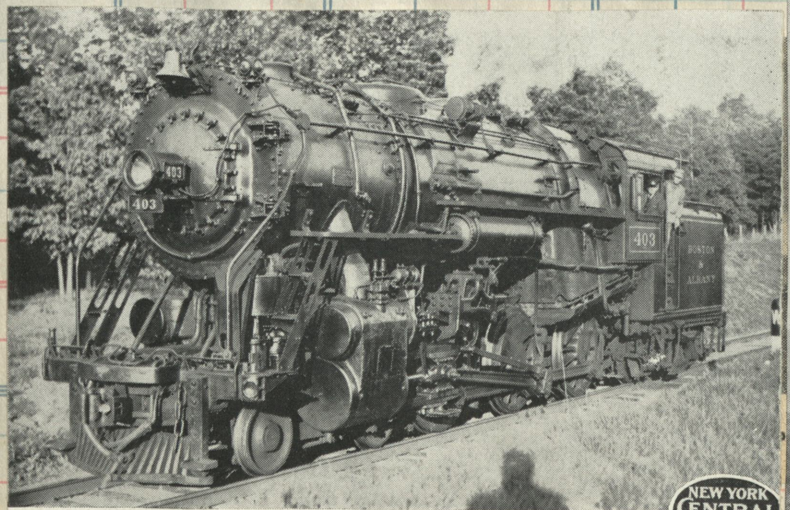




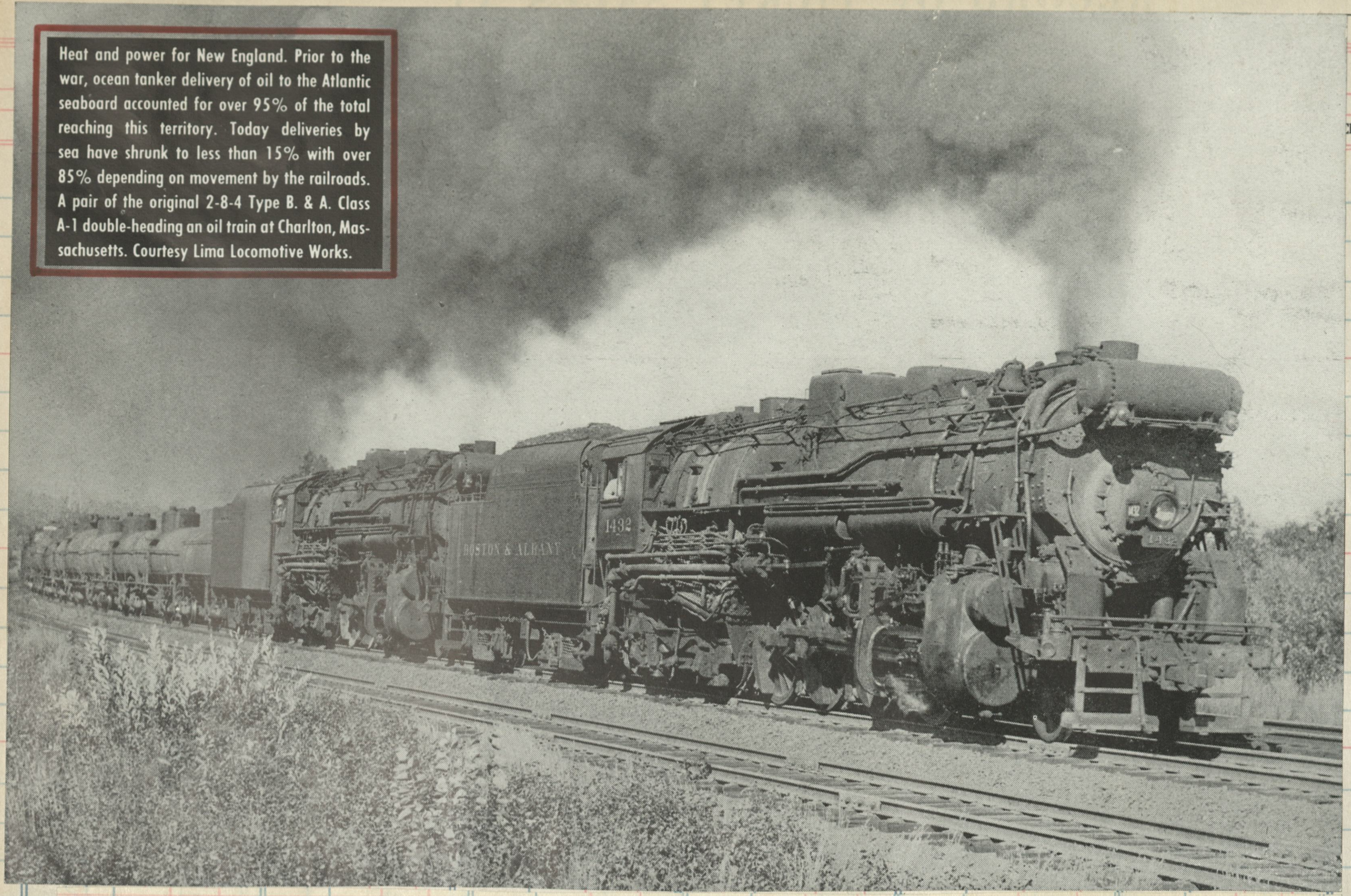
H. F. Harvey, 65 Olean St., Worcester, Mass.

Boston-Framingham suburban train.
One of the huge 4-6-6 tank engines pulling a Boston-Framingham local, passing Natick, Mass. The front car is one of the newer type arch roof suburban coaches.

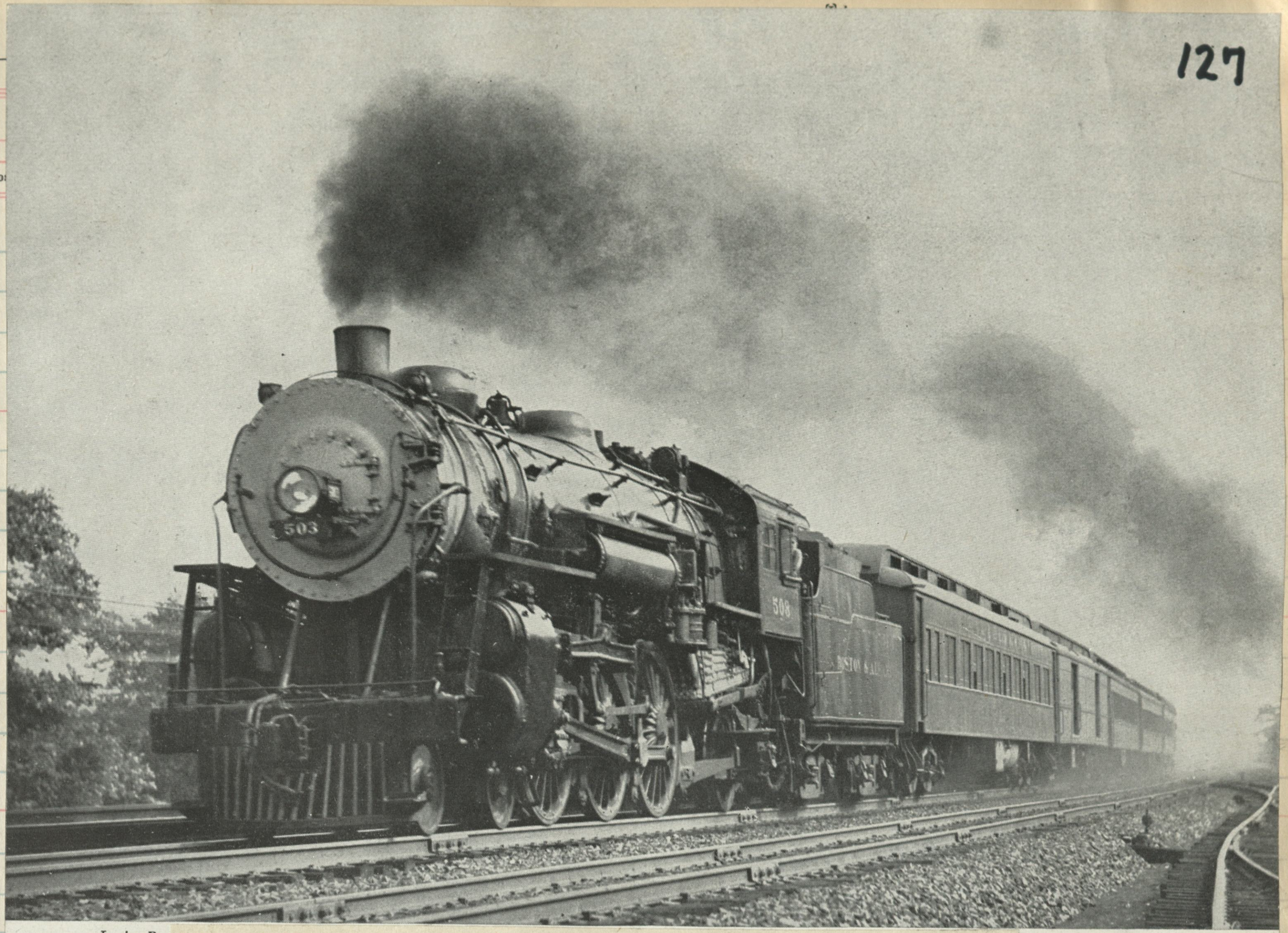
Total Accounted for


403
BOSTON & ALBANY
NEW YORK CENTRAL SYSTEM

c/n 67612



Heat and power for New England. Prior to the war, ocean tanker delivery of oil to the Atlantic seaboard accounted for over 95% of the total reaching this territory. Today deliveries by sea have shrunk to less than 15% with over 85% depending on movement by the railroads. A pair of the original 2-8-4 Type B. & A. Class A-1 double-heading an oil train at Charlton, Massachusetts. Courtesy Lima Locomotive Works.



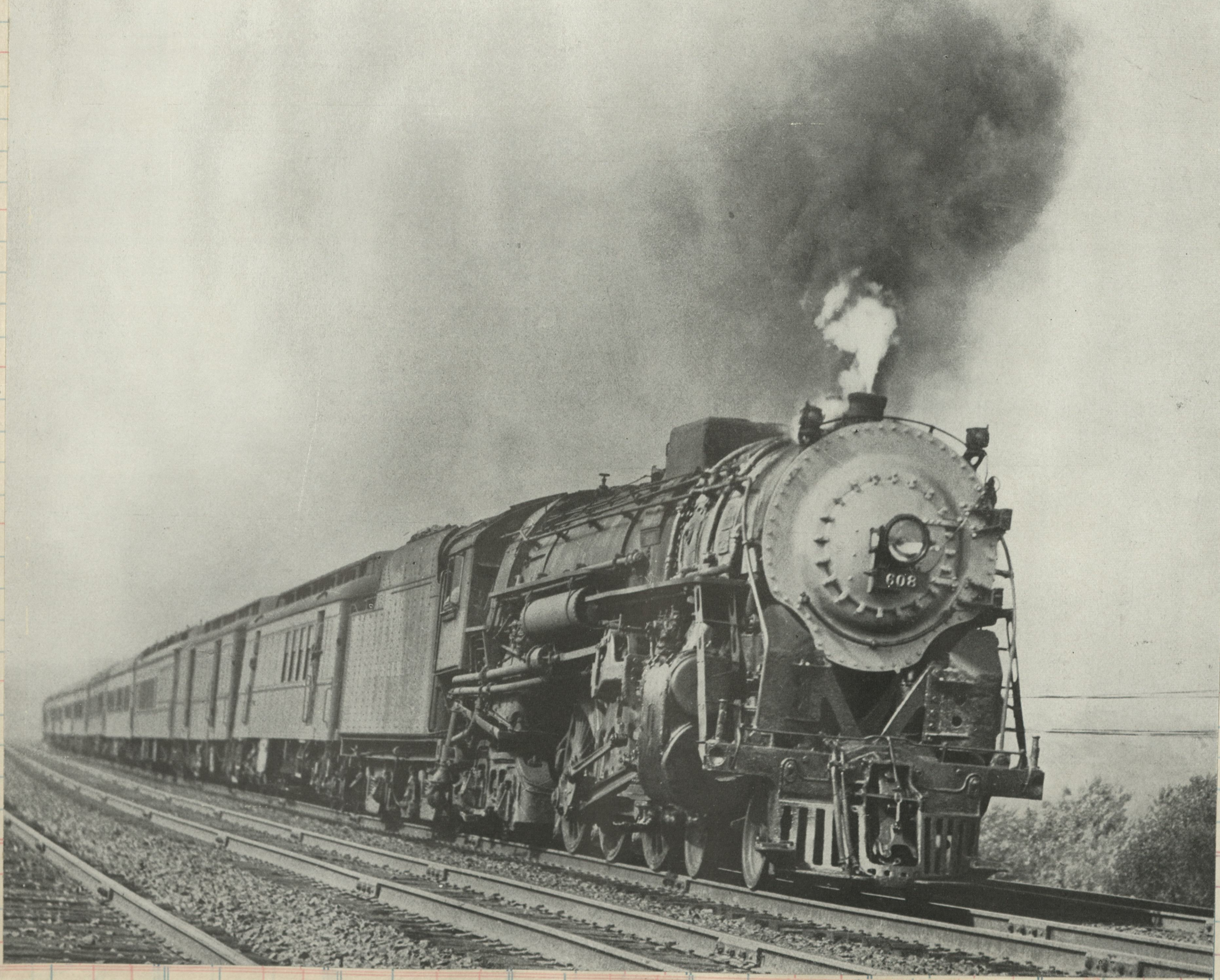
Lucius Bee

2nd 503, ex NYC 3347, 4747, c/n 58122 Brooks 1918

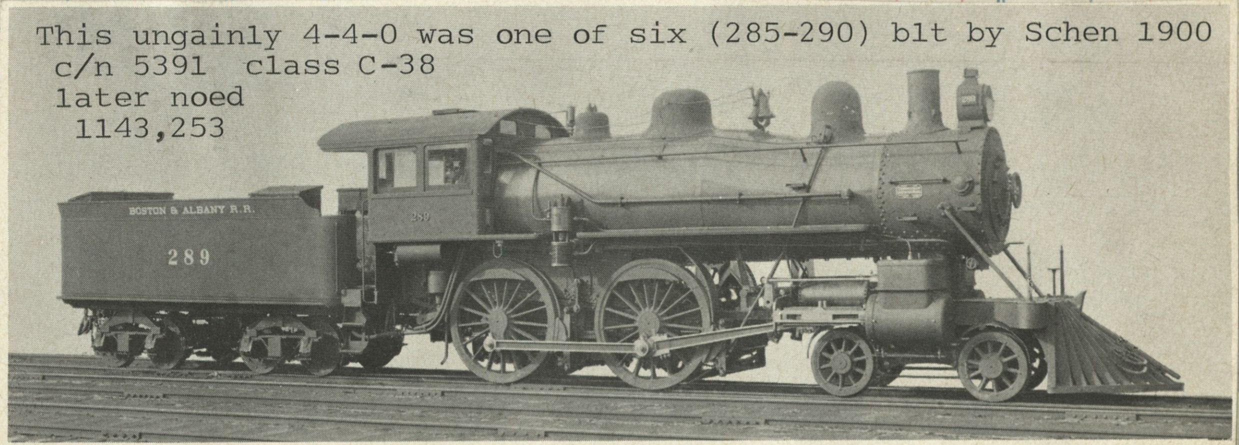
TRIM BOSTON AND ALBANY PACIFIC

A local on the Boston-Worcester run shows its paces as it rolls through the Newtons a little west of Faneuil Station. A Pullman is riding deadhead ahead of the baggage car.

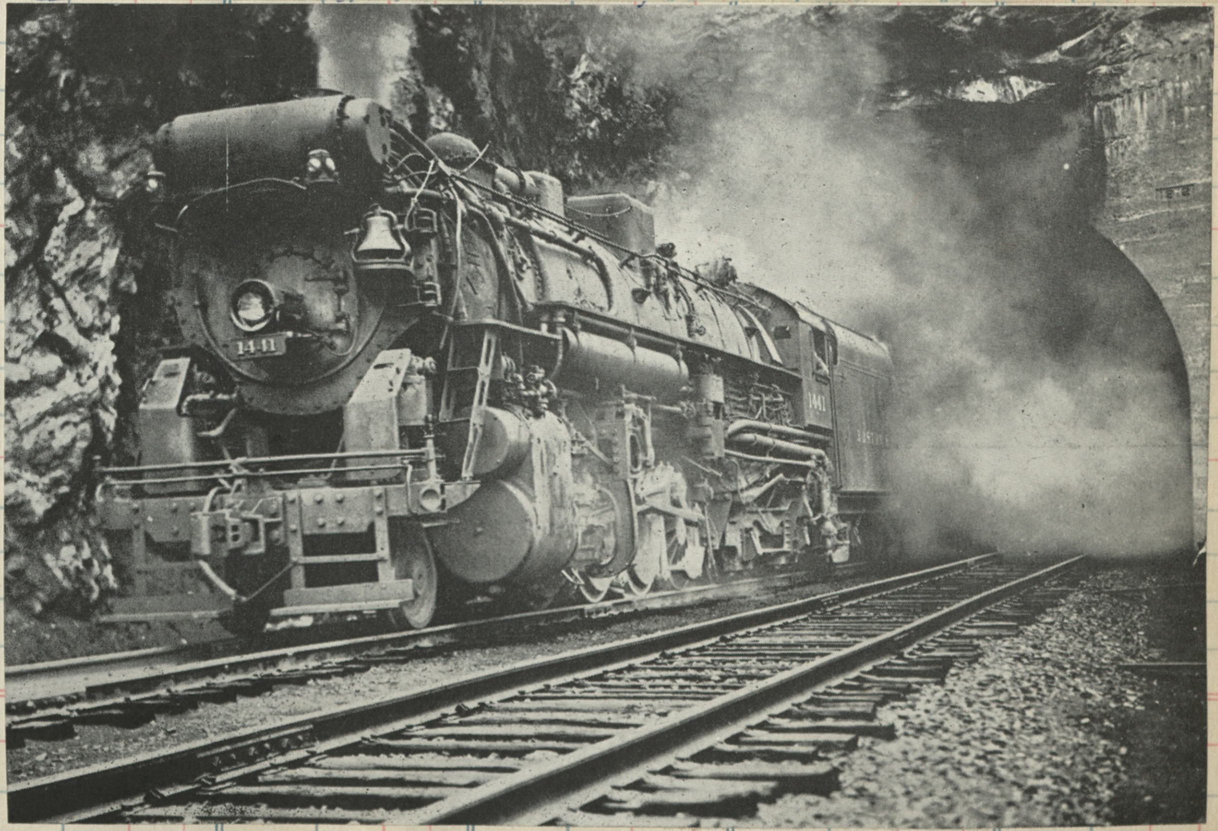
No. 17, the "Wolverine" near West Brookfield



This ungainly 4-4-0 was one of six (285-290) blt by Schen 1900
c/n 5391 class C-38
later noed
1143,253

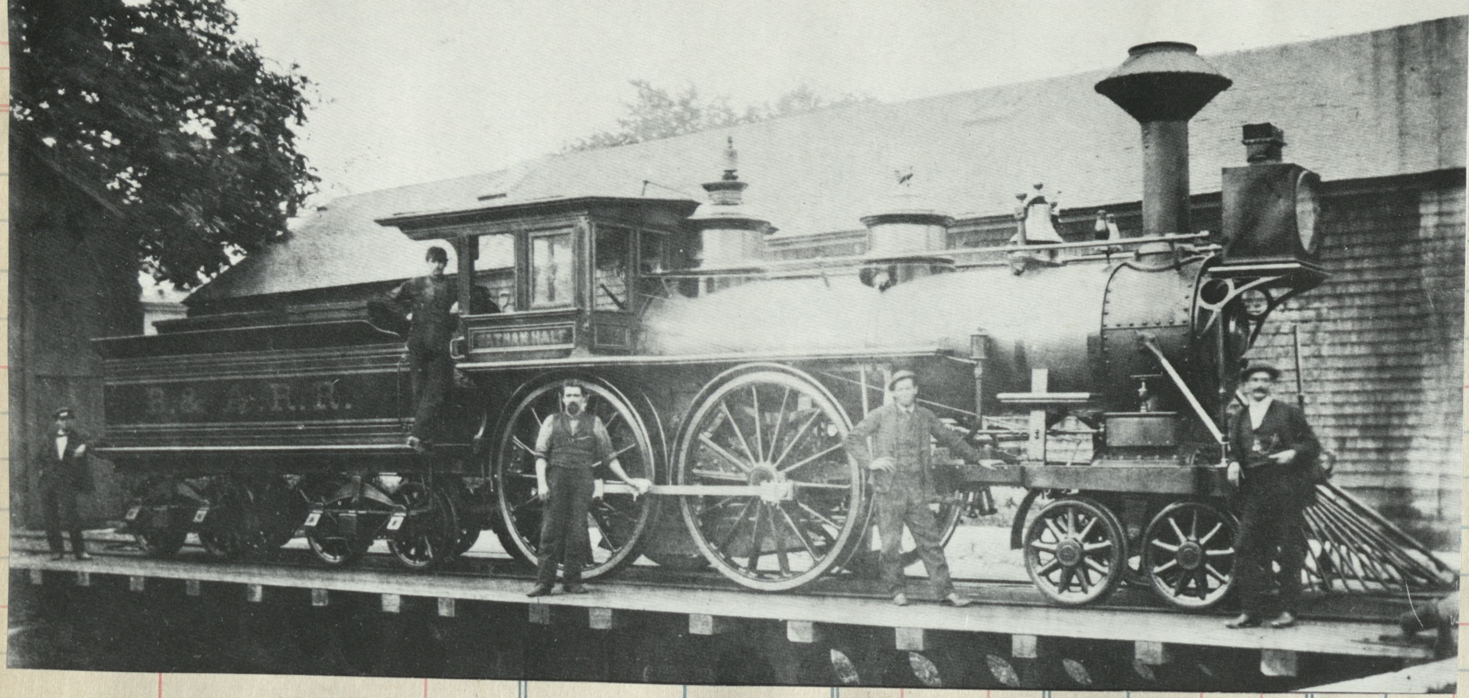


Consolidation 1245 [illegible] Schen 1908 [illegible]
Rebuilt 19[illegible] Nos 1040-1049 [illegible] Class [illegible]

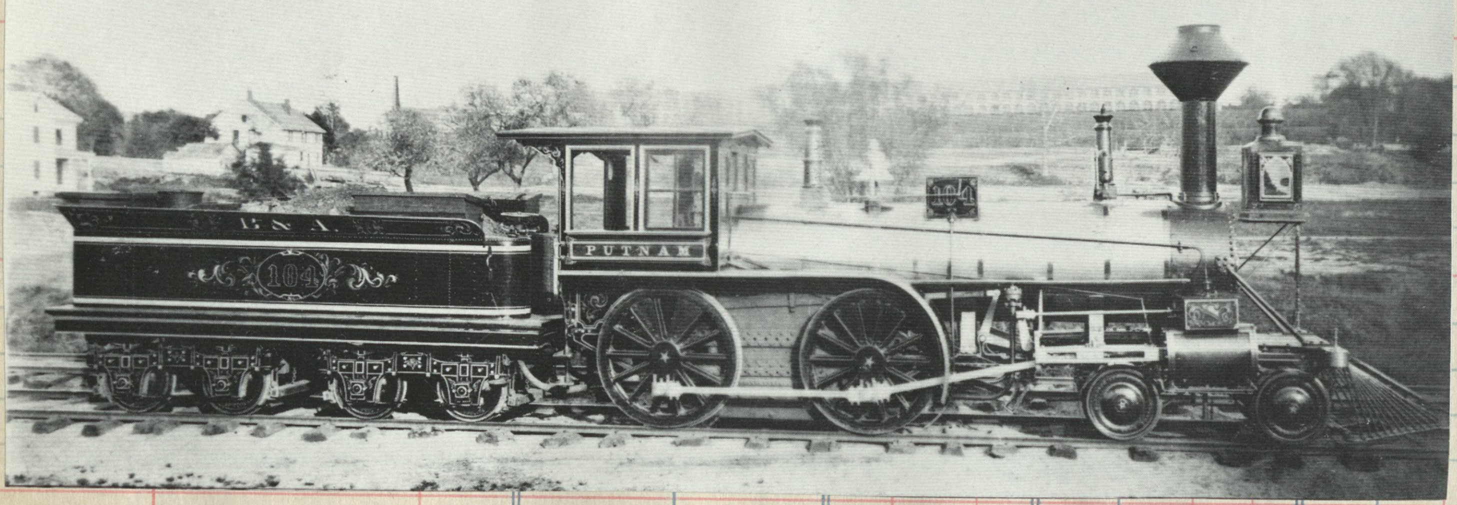


Pounding eastward with symbol freight XB-2, Berkshire type locomotive No. 1441 of the Boston & Albany emerges from State Line Tunnel, about 40 miles east of Albany on the climb to the summit of the Berkshire Hills. The 2-8-4 type of locomotive was named for this stretch of the B&A. Scenicly it is a beautiful bit of railroad, one which combines rugged and rocky grandeur with the delicacy and greenness of New England. And don't let the title Berkshire Hills fool you. This is really mountain railroading, with tenuous curves following rushing streams, and with grades as steep as 90 feet to the mile. State Line is the only tunnel on the Boston & Albany, and is carved through solid granite. The B&A is part of the New York Central System, bringing traffic into New England from the western reaches of the NYC. As the name implies, the main stem is the 200-mile Boston-to-Albany trackage, over which some 18 through passenger trains are scheduled, with the Chicago-Boston *New England States* as flag bearer.

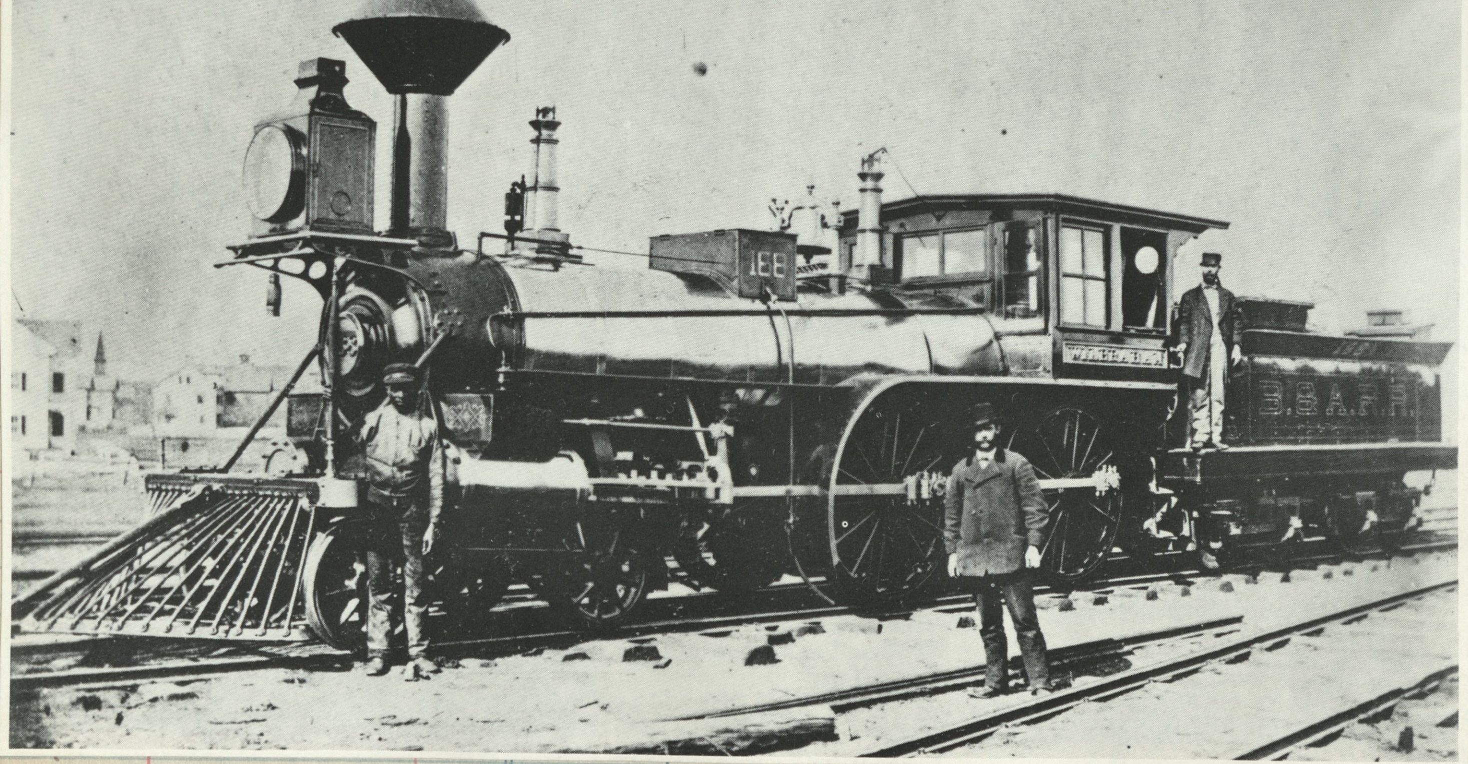
the "NATHAN HALE" built by Wilmarth in 1851 for the Boston & Worcester, to Boston & Albany #122



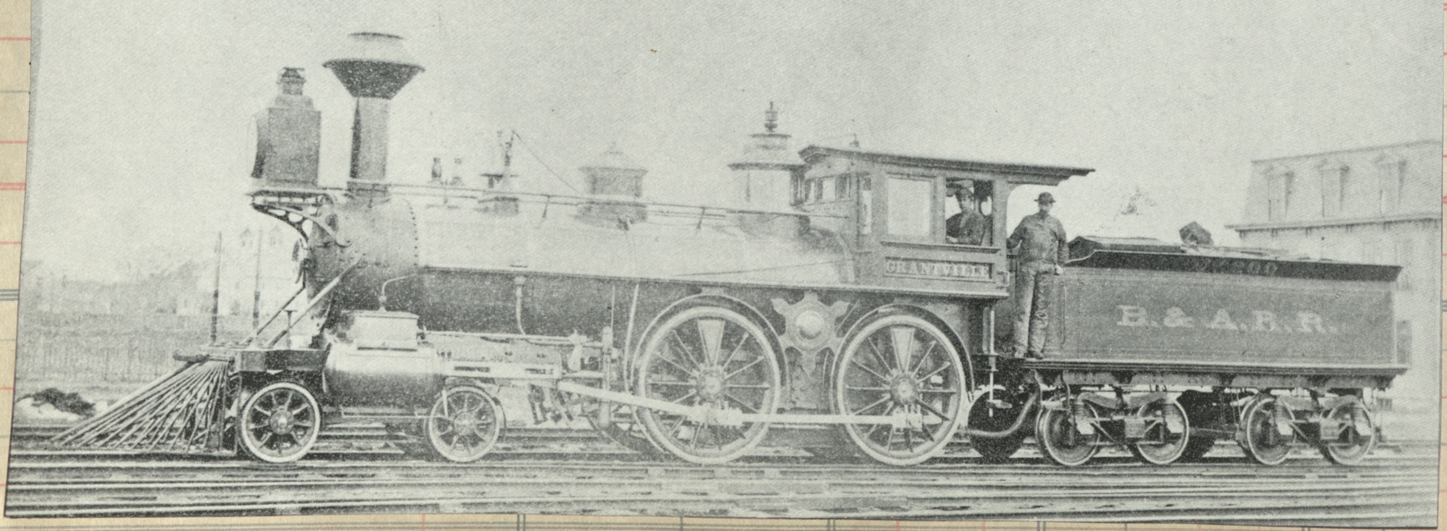
The "PUTNAM" #104 built by the Boston & Albany in 1868


B.&A.
104
PUTNAM

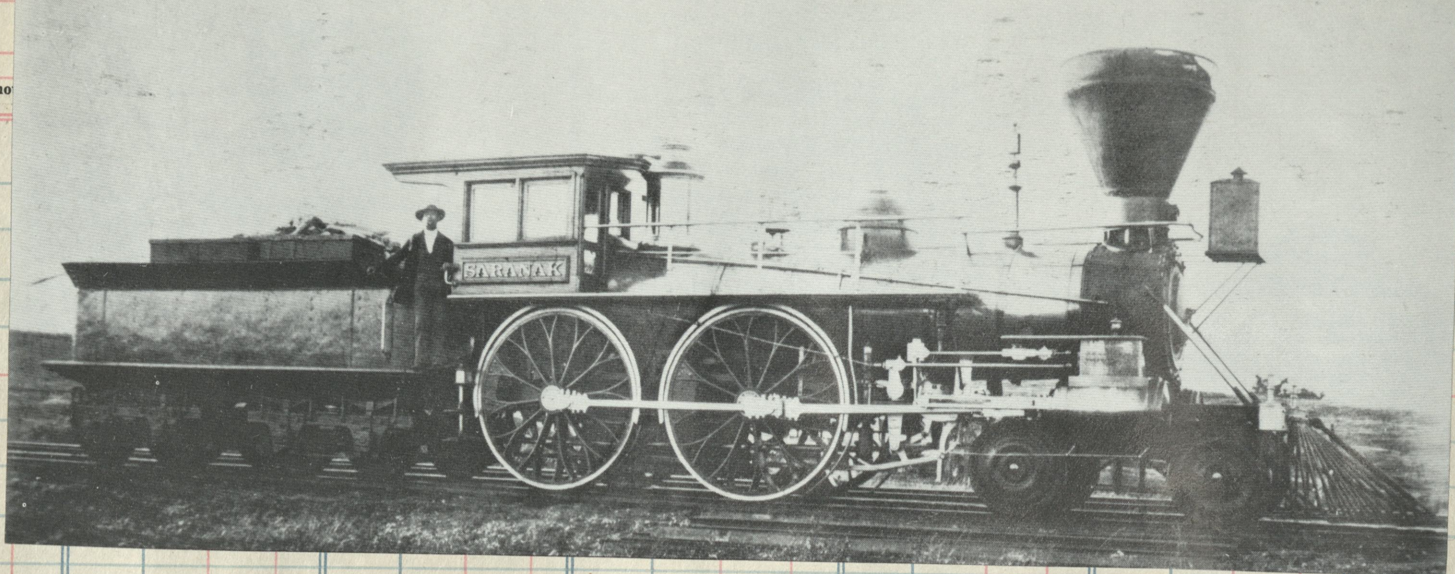
#168 the "WILBRAHAM" blt bythe B&A 1871



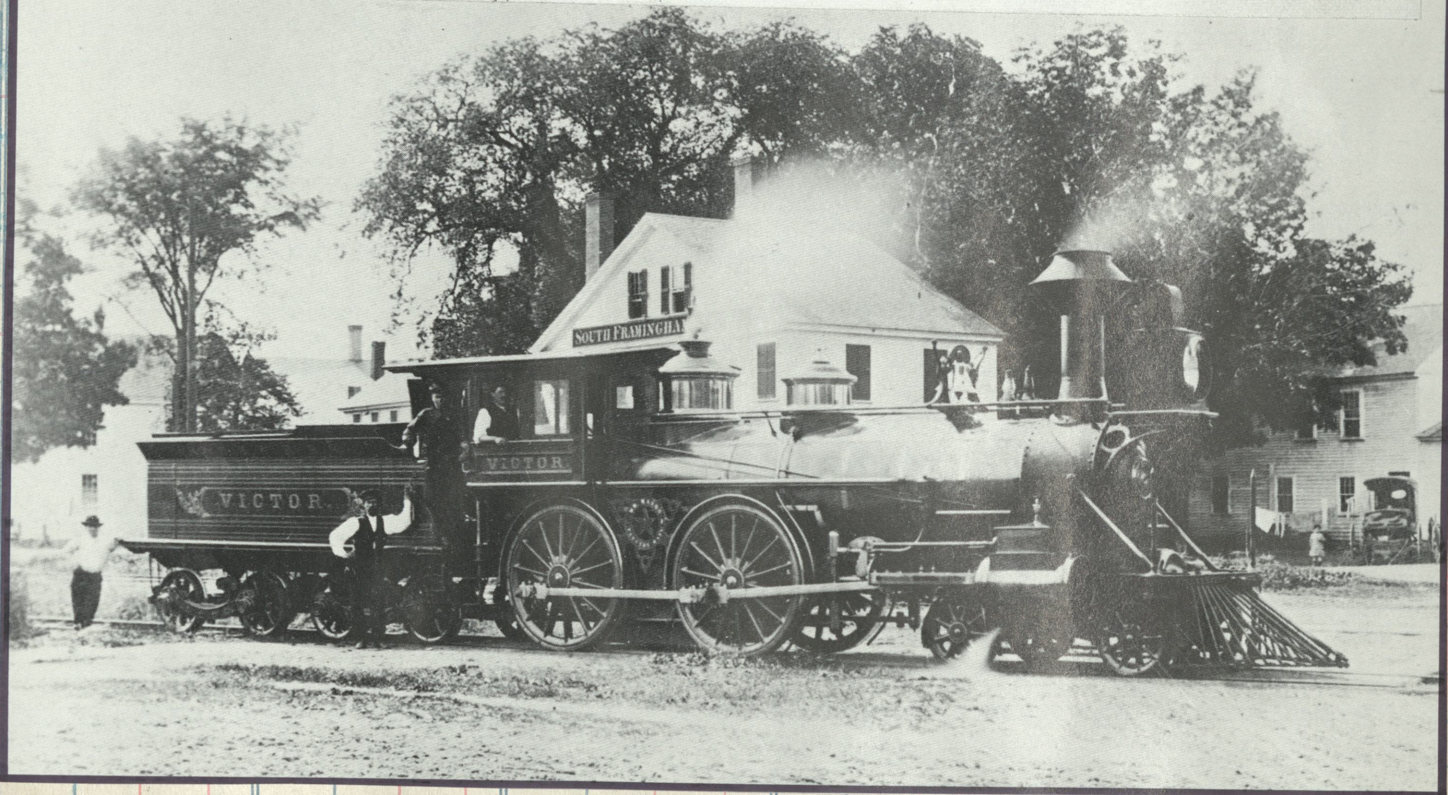
#200 "GRANTVILLE" c/n 418 Rhode Island 1872


GRANTVILLE
B.&A.R.R.

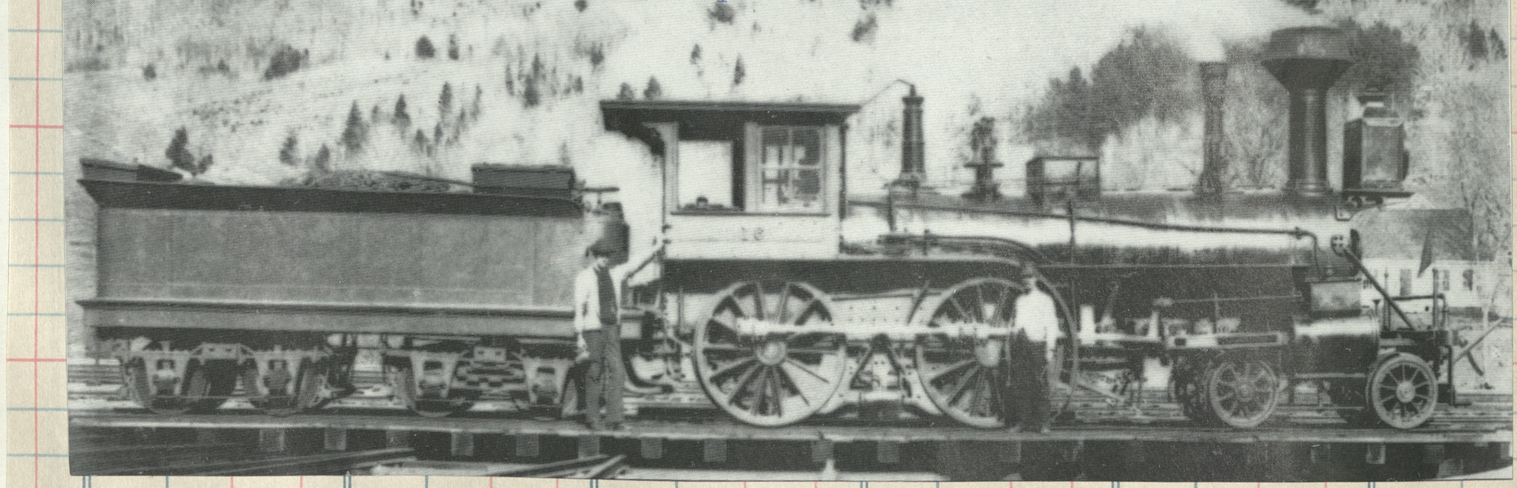
Western R.R. "Saranak" Wm. Mason 1855 c/n 19. Later B&A #52

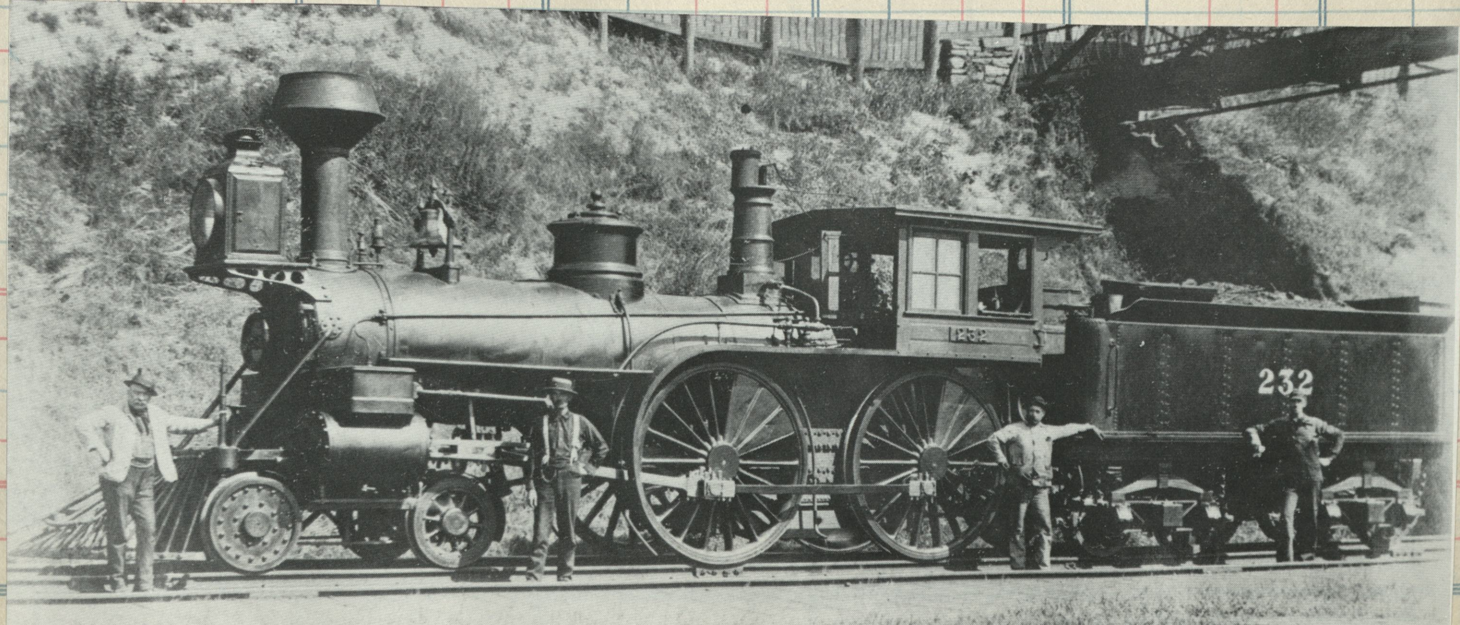


Boston & Worcester #32, the VICTOR, blt by Mason 1866 (c/n 244). Later renamed "Z. E. Coffin", to B&A #141.

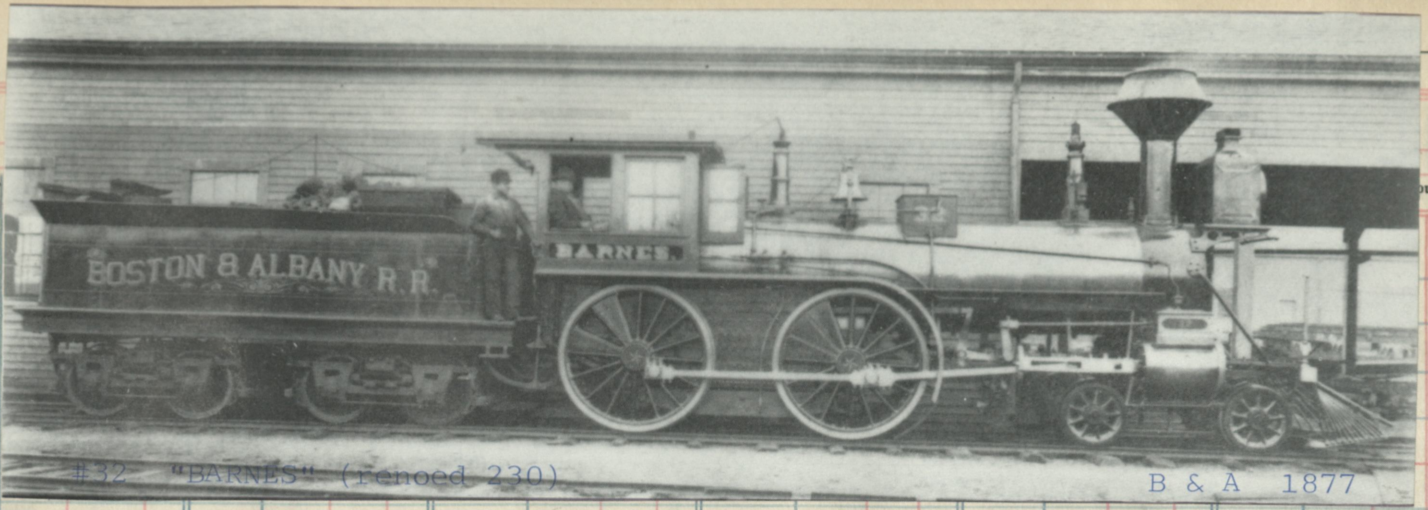

SOUTH FRAMINGHAM
VICTOR
VICTOR

16, the 2nd "COLUMBUS" built by the B&A 1871





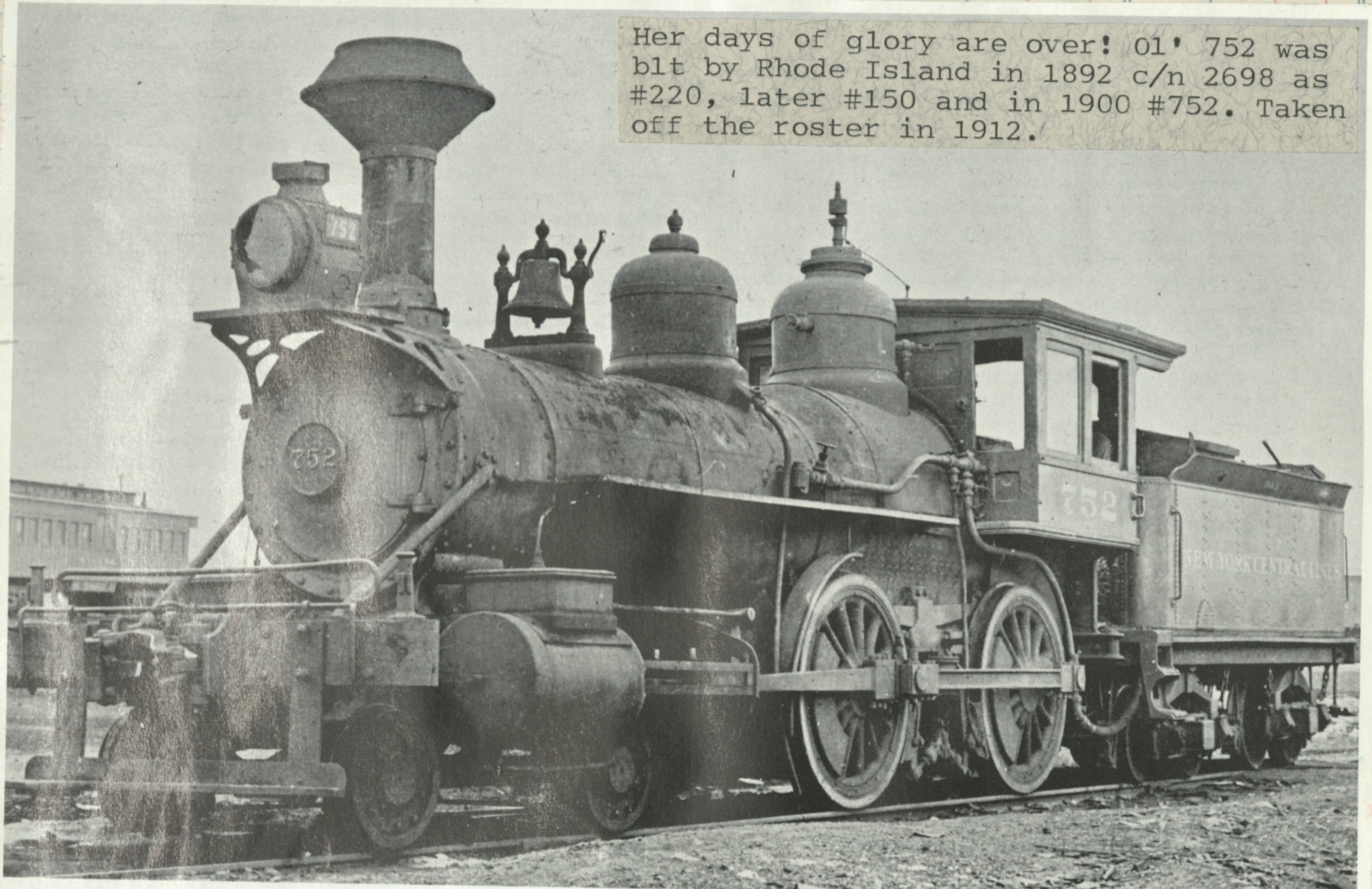
#232 "STICKNEY" B & A 1873



#32 "BARNES" (renoed 230)

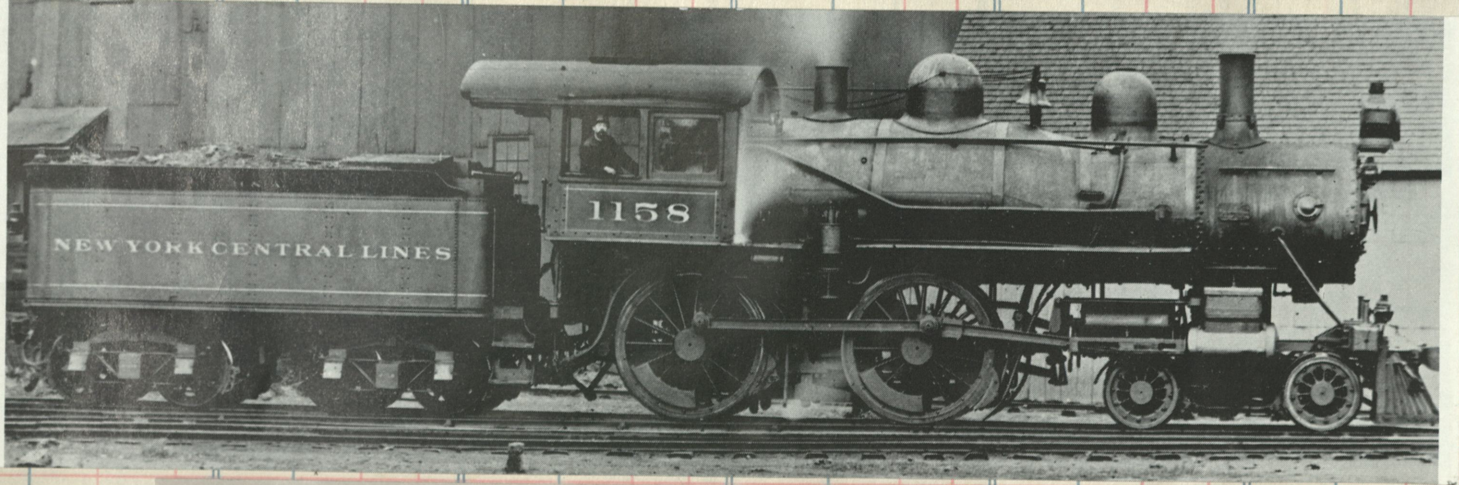
B & A 1877

Her days of glory are over! Ol' 752 was blt by Rhode Island in 1892 c/n 2698 as #220, later #150 and in 1900 #752. Taken off the roster in 1912.

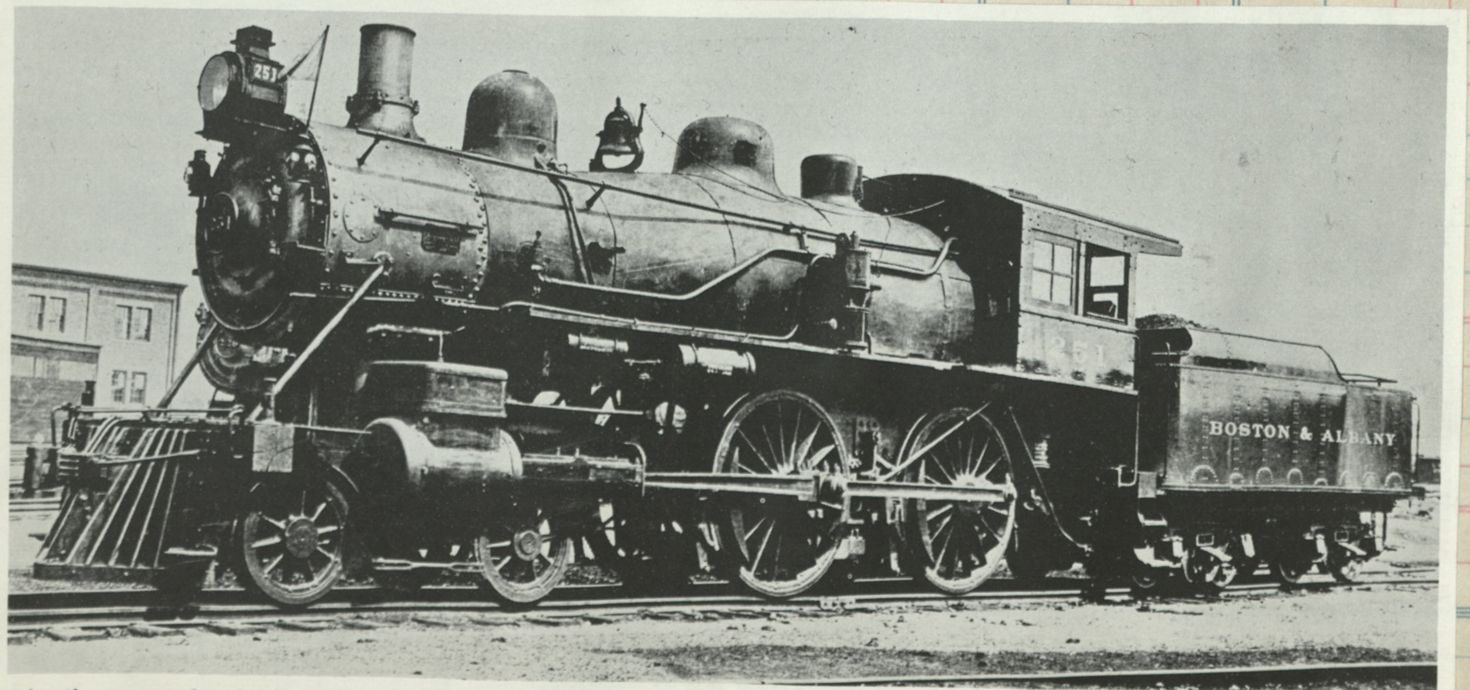


In cold weather an old 4-4-0 was used at Pittsfield to supply steam heat for passenger cars sitting in the station waiting for motive power. It was probably very similar to this Rhode Island built 4-4-0 of doubtful age shown at West Albany, N.Y. many years ago. Note again the paper wheels on the engine truck wheels.

Harold K. Vollrath Coll.

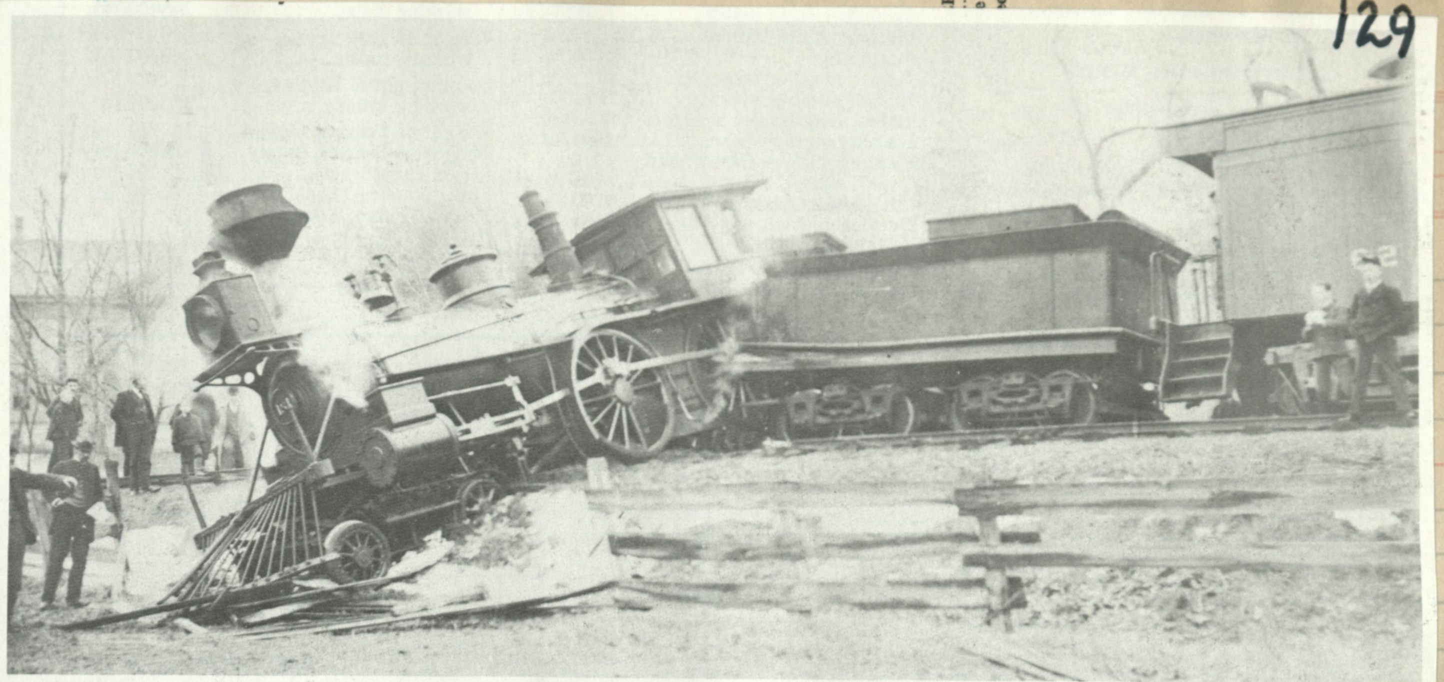


One of ten 4-4-0's delivered by Schenectady in 1895
The 1158, c/n 4275, org #229, later 234.



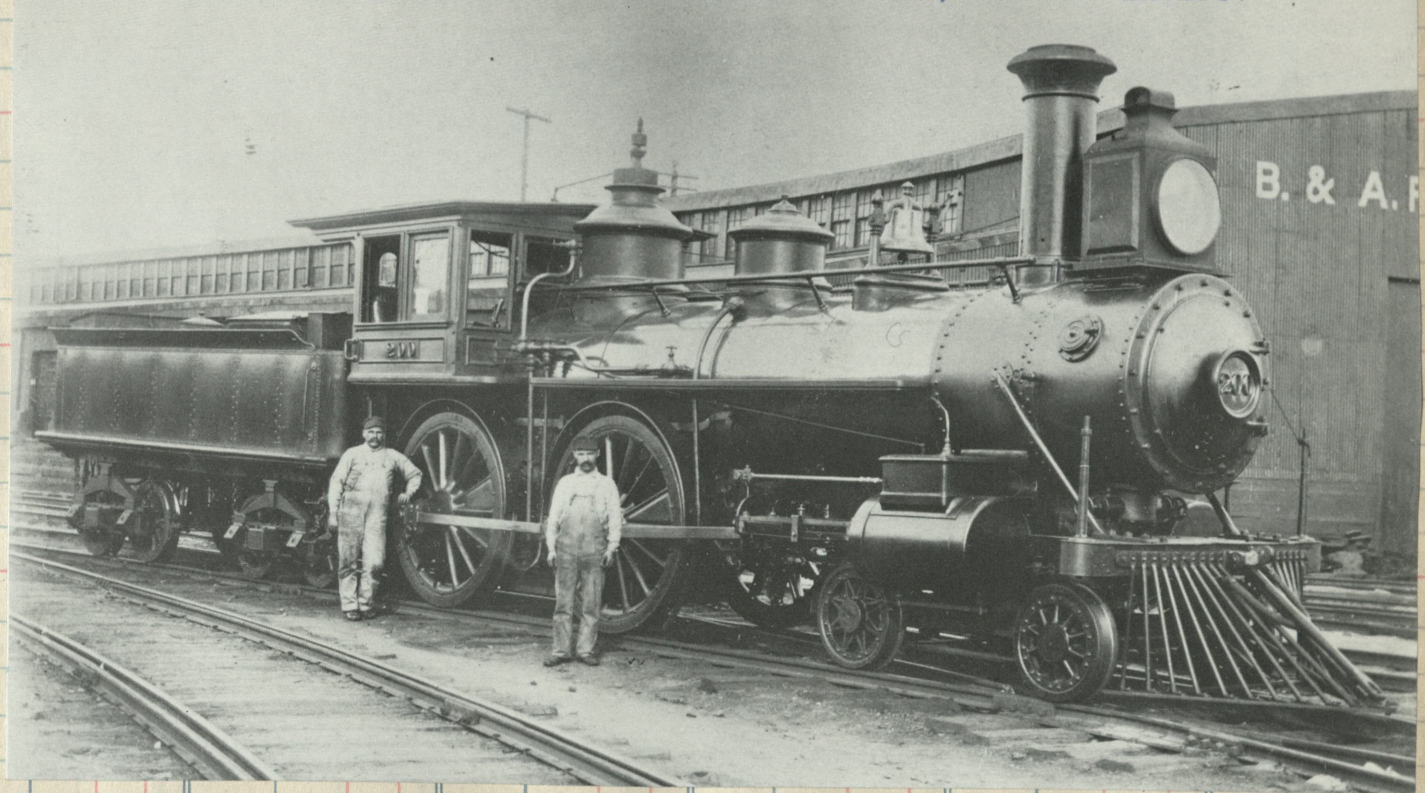
Another example of 4-4-0 power used on the B. & A. is 251 shown at Allston, Mass. in July, 1915. Her original number when built by Schenectady in 1900 was 287, class C-38. Shortly after being delivered to the Boston & Albany, she recieved No. 1141 which she kept until 1912, when she recieved the number shown above. Of special interest is the small ungainly tender and cresent counterweighted driving wheels.

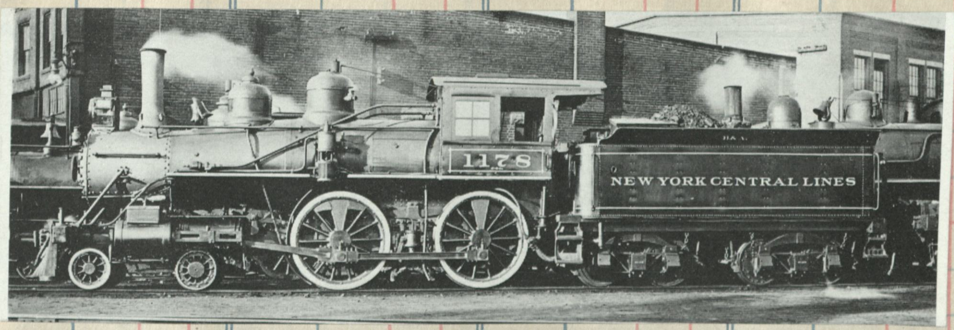
Harold K. Vollrath Collection



This "Eddy Clock" came to grief on the B. & A.'s Hudson Branch at Claverack, N.Y. in the summer of 1892.

#200 after being rebuilt, renoed 1209 in 1900, retired in 1907

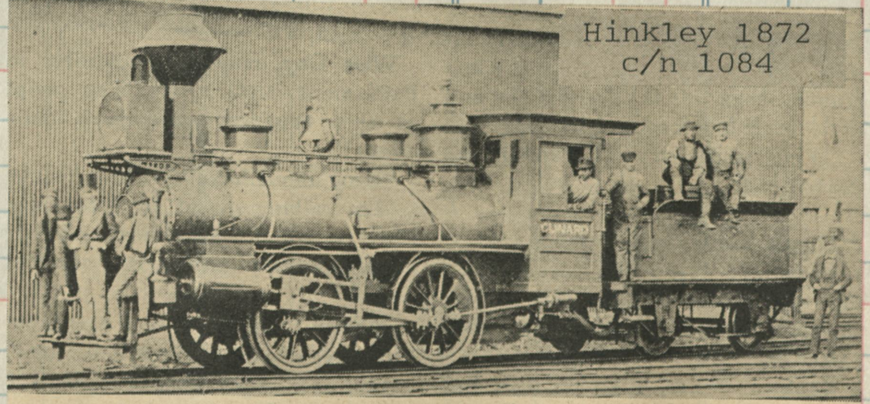




Blt by B&A 1887

Noed 177, 228, 1178, 210.

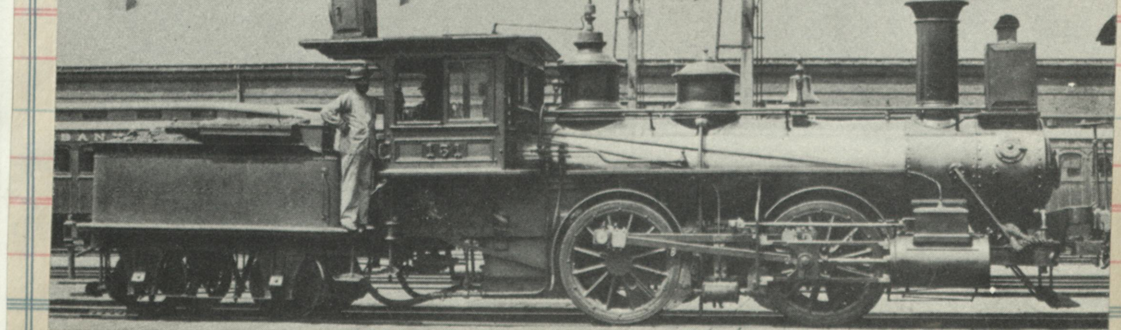
Hinkley 1872
c/n 1084



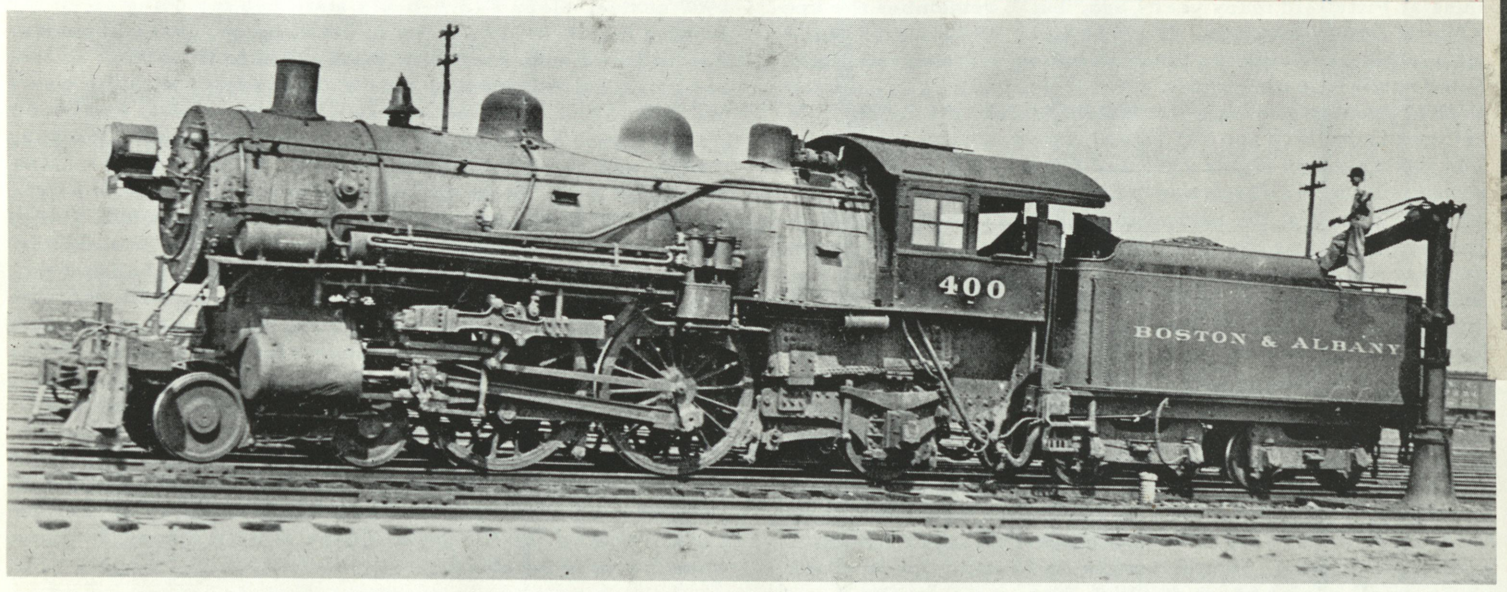
OLD BOSTON & ALBANY LOCOMOTIVE, NAMED THE CUNARD

B&A 1875

151

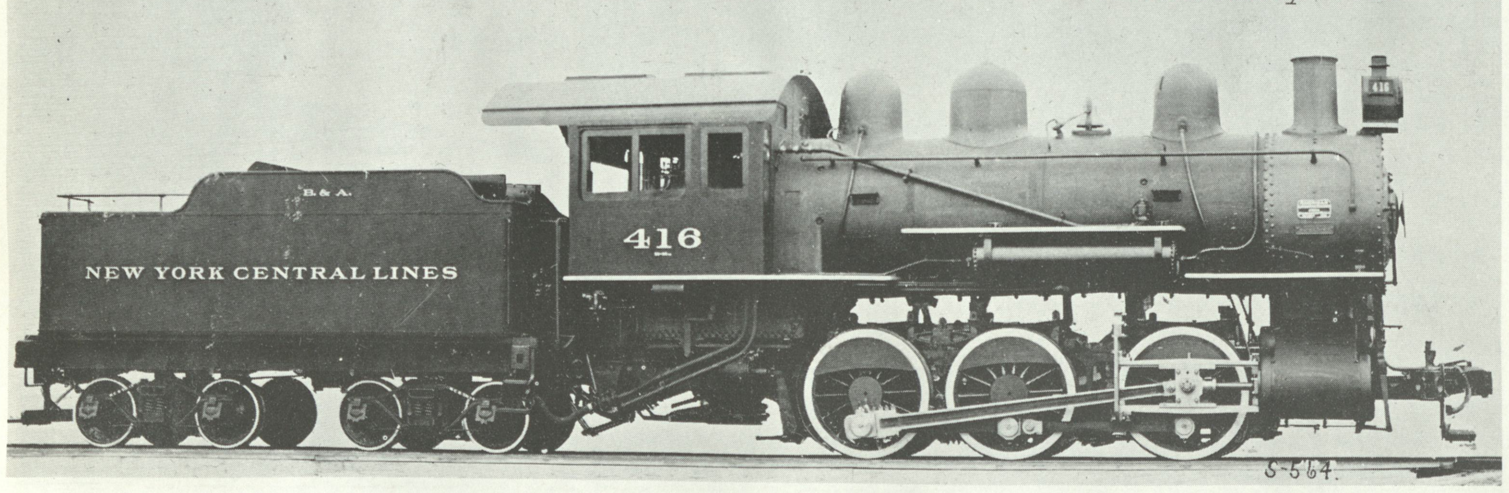


VIEW OF RICHMOND, MASS. 213


400
BOSTON & ALBANY

Boston & Albany 4-4-2 No. 400 worked the Pittsfield "lay around job" (passenger helper). This class I-b locomotive was originally numbered 2948 when built by Schenectady in 1902. In 1905 it was renumbered 3948 before recieving number 400 in 1913. It was equipped with 79" drivers and the small tender rolls on Fox pressed steel trucks. This engine was retired and sold for scrap by 1924. T. B. Annin Collection

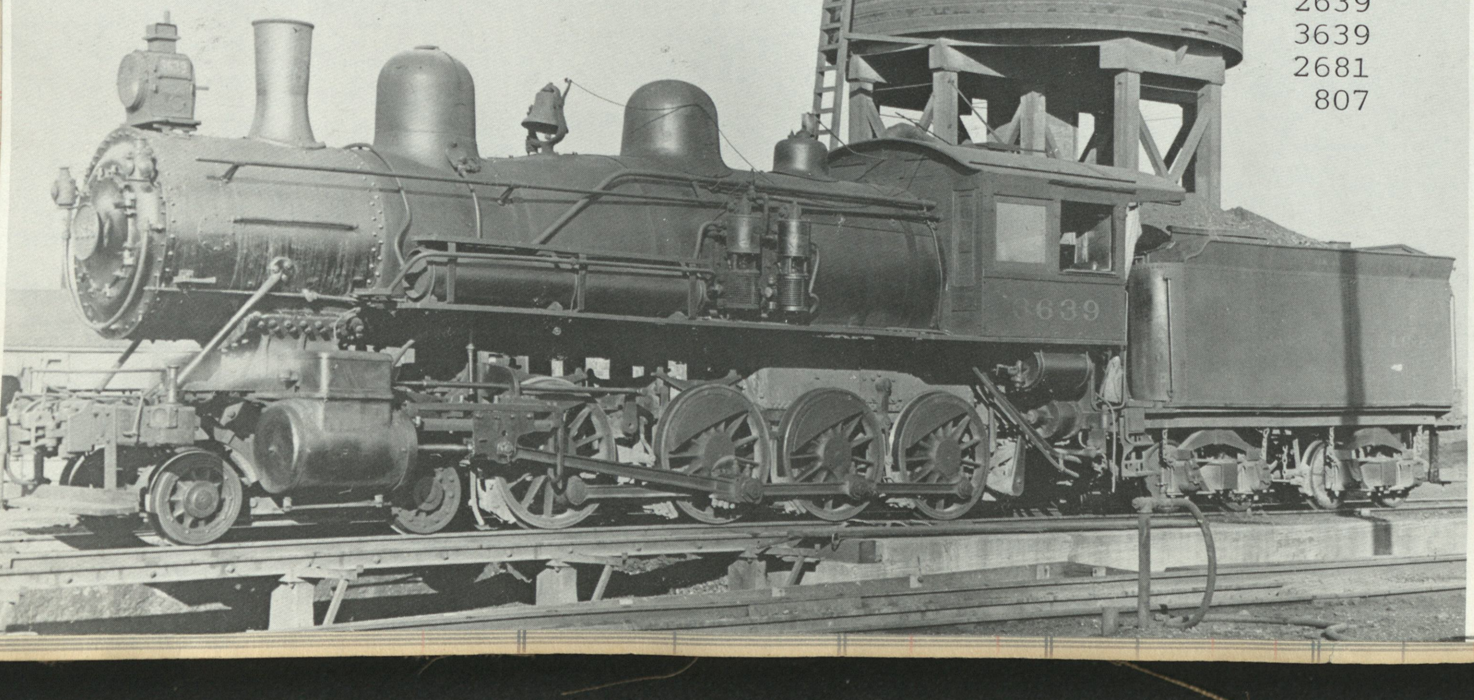
410-417 c/n 45504 Schenectady 1908

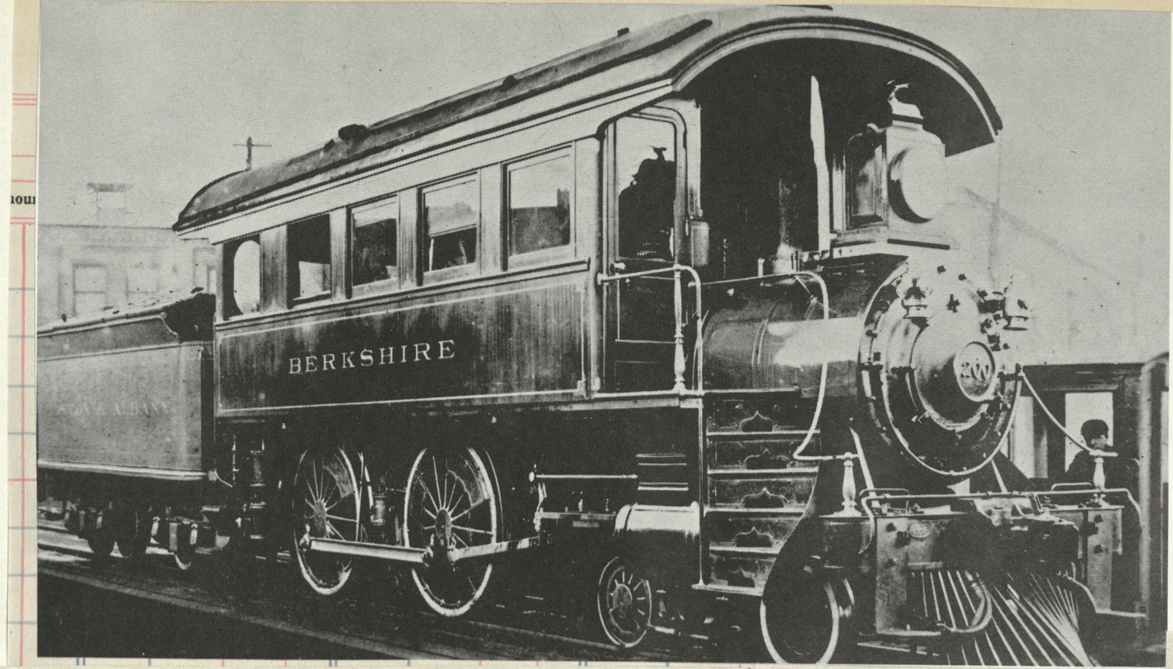

B&A.
NEW YORK CENTRAL LINES
416
S-564.

Boston & Albany 0-6-0 No. 416, class B-10m spent much of its time switching the General Electric plant at Pittsfield. Locomotive was built by Schenectady in 1908 and recieved road No. 130 in 1912. T. B. Annin Collection

Blt as #177 by Schenectady 1900 c/n 5395

Renoed
2639
3639
2681
807

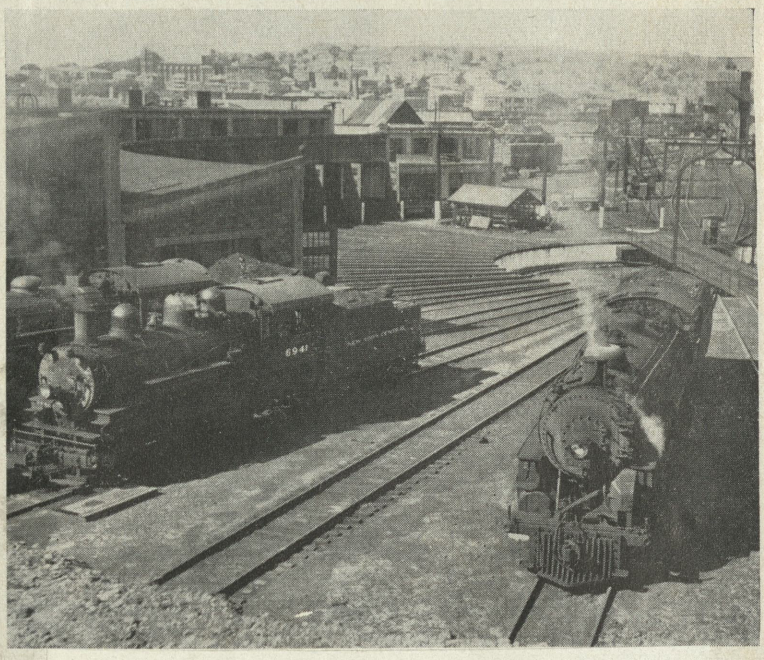




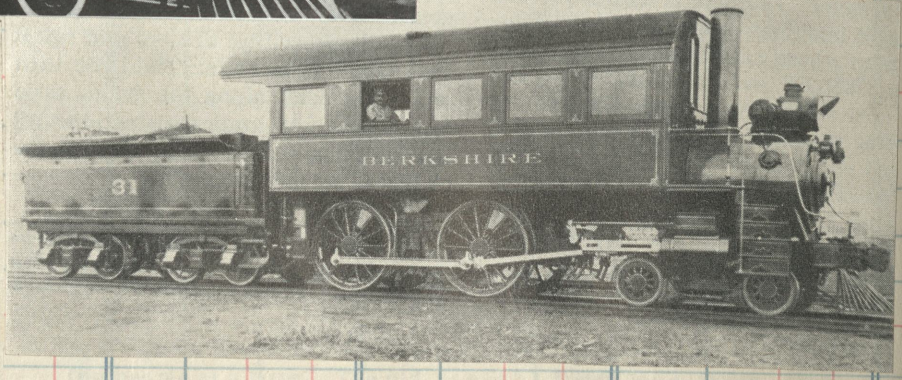
Boston & Albany RAILROAD.

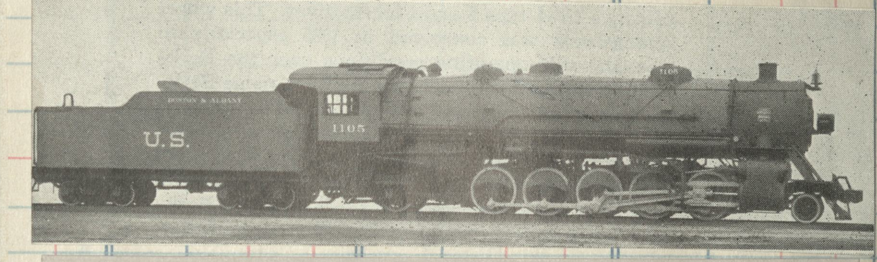
Amount

LEFT- Boston & Albany "Pony" inspection engine "Berkshire" was originally built by the Rhode Island Works in 1869 as a conventional 4-4-0, Class C-33, No. 151, renumbered 1893 to 270, then 1224 in 1900. In 1903 it was rebuilt into a "Pony" at B. & A.'s West Springfield Shops where it recieved No. 31, and the name "Berkshire". In 1912 it was again renumbered to 200 and was finally retired in 1931.

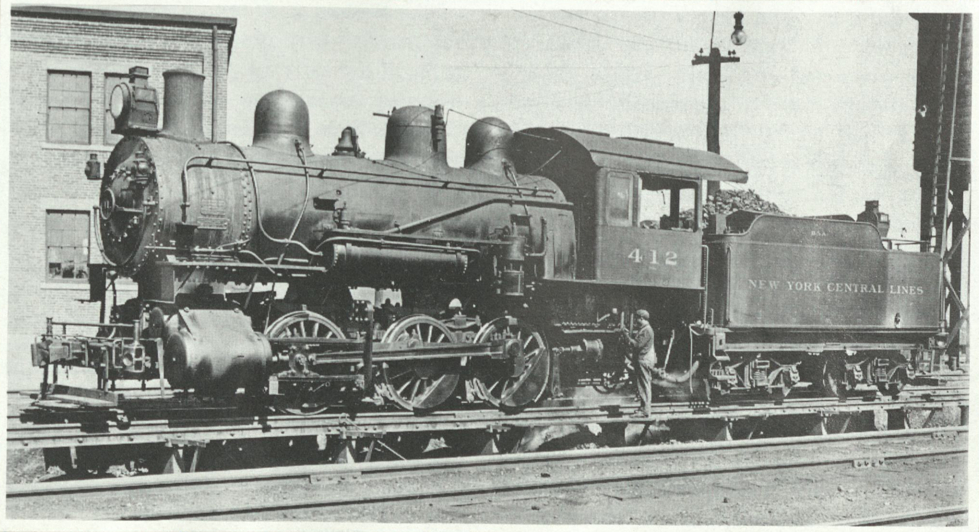


Stables at Worcester

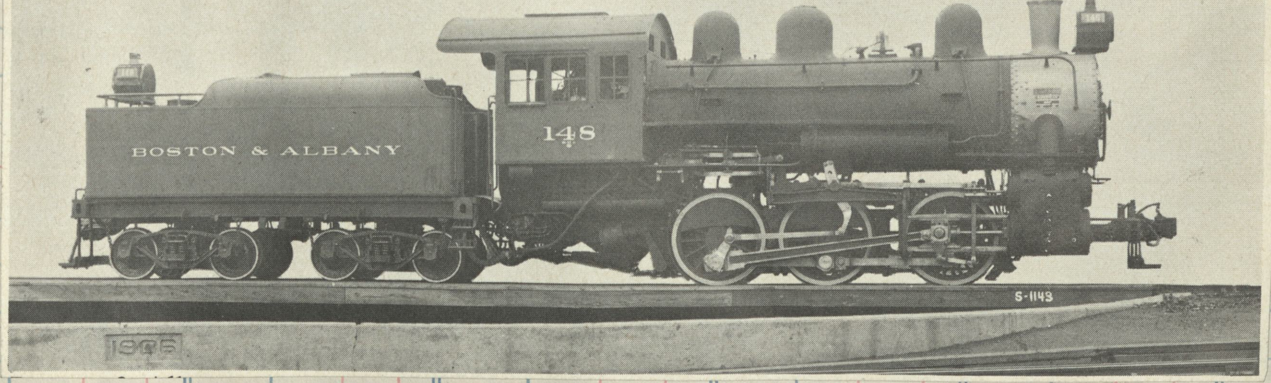

31
BERKSHIRE

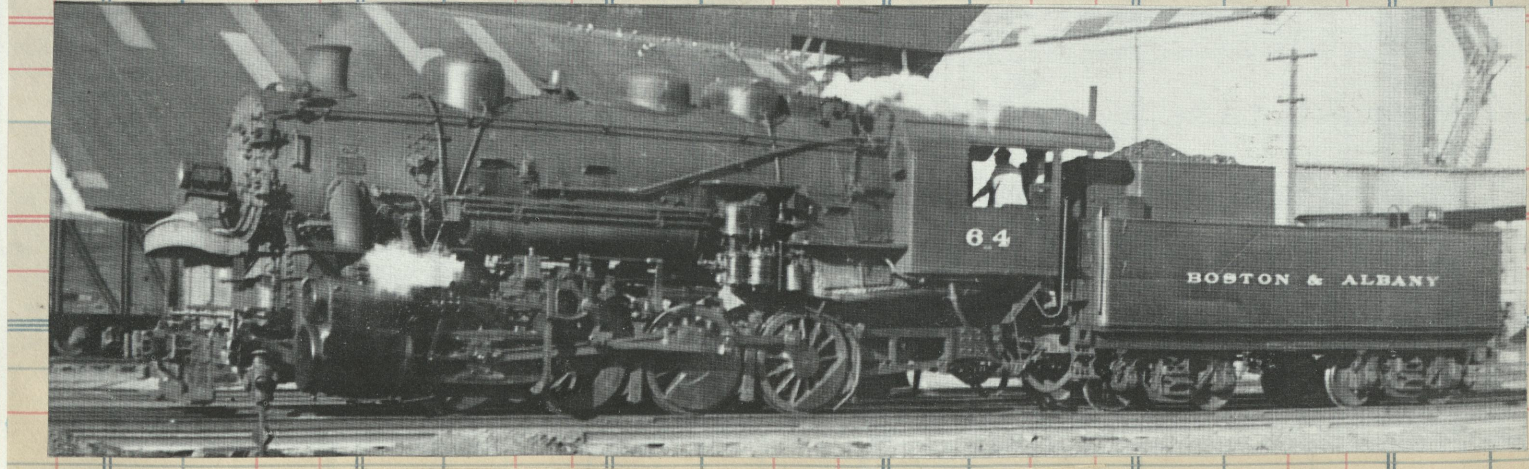


The only 2-10-2's for the NYCS
1100-1109 Z-1 C/n 60070 Brooks 1919
Sold to G.T.W. in 1928 noed 4200-4209


412
NEW YORK CENTRAL LINES

148-152 Class B-11o c/n 55829 Schenectady 1916
Renoed 6750


BOSTON & ALBANY
148


64
BOSTON & ALBANY

62-65 c/n 65530 Schenectady 1924

131

Clos. No. Sold Amount

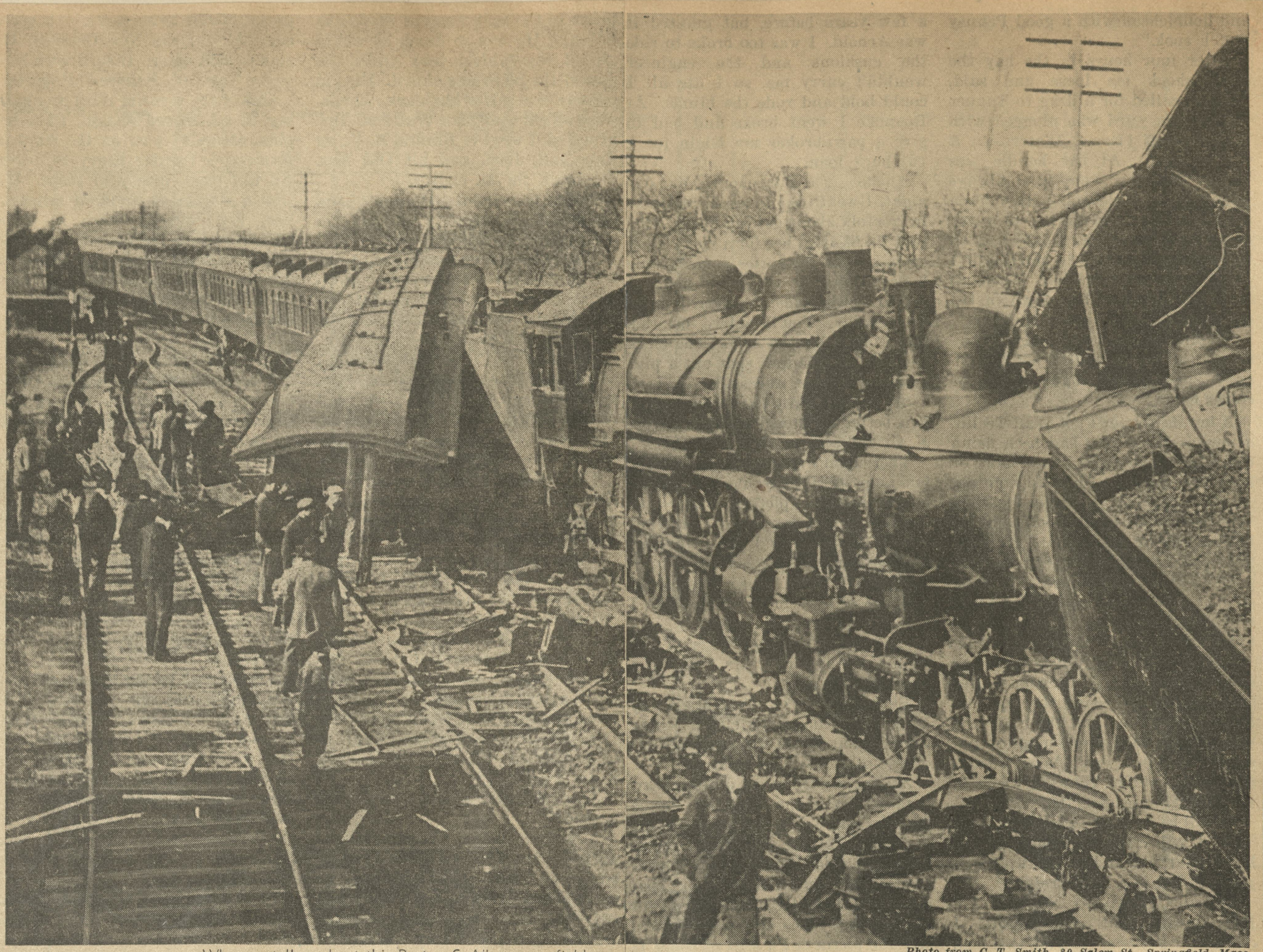
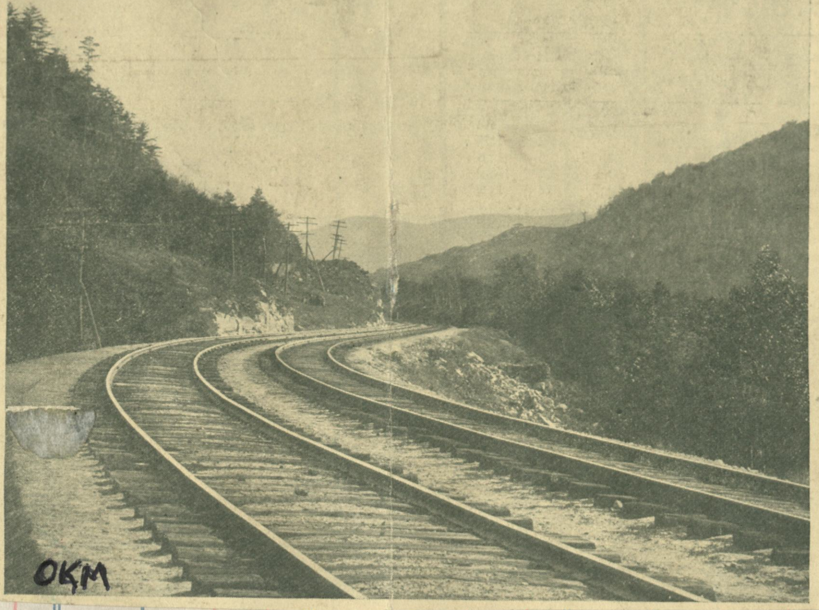


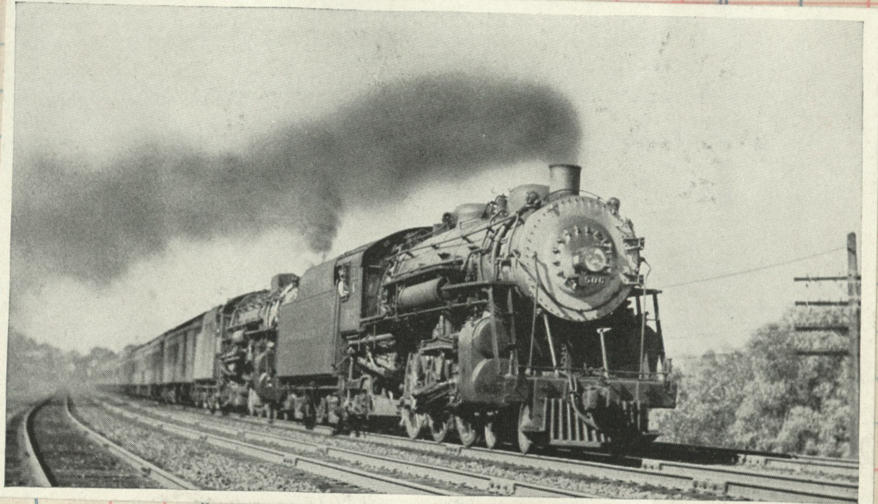
Photo from C. T. Smith, 30 Salem St., Springfield, Mass.

Who can tell us about this Boston & Albany cornfield meet which occurred at West Brookfield, Mass., November 9, 1907?

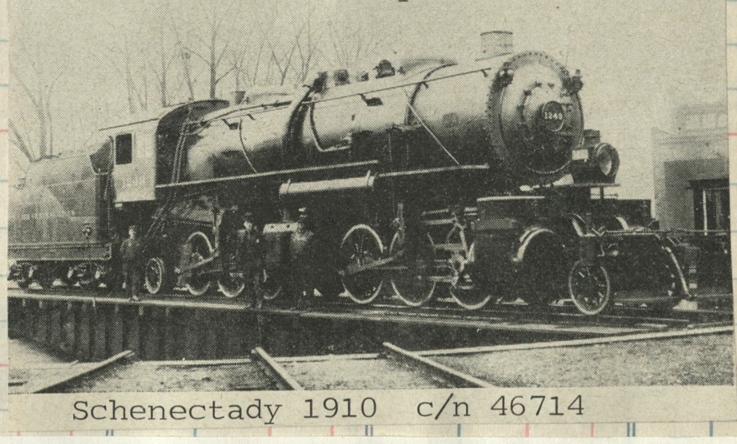
(no inform)



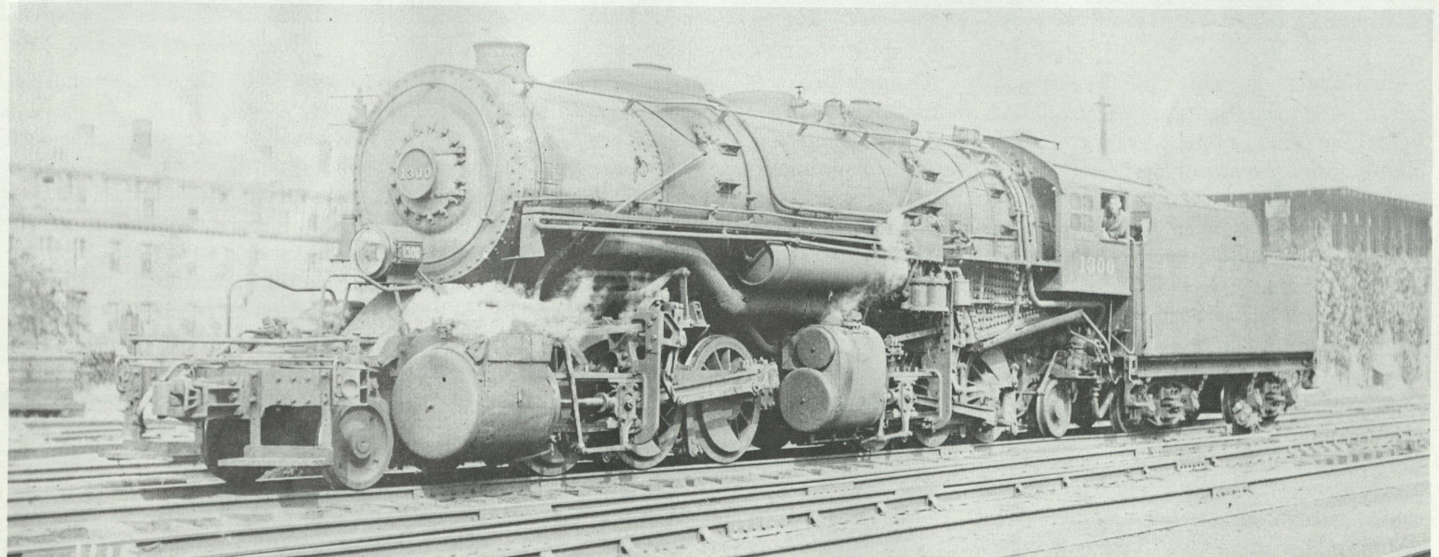
OKM



The initial malley on the B&A 1249



Schenectady 1910 c/n 46714



1300-1303 c/n 52283 Schenectady 1912

1304-1307

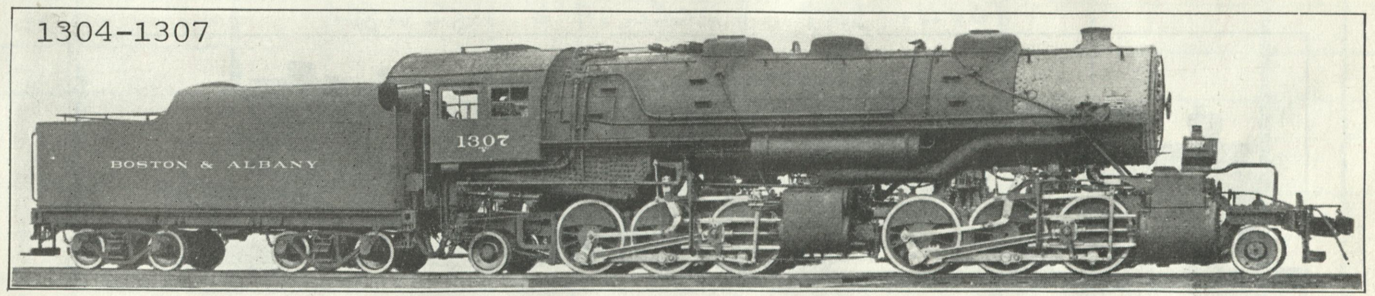
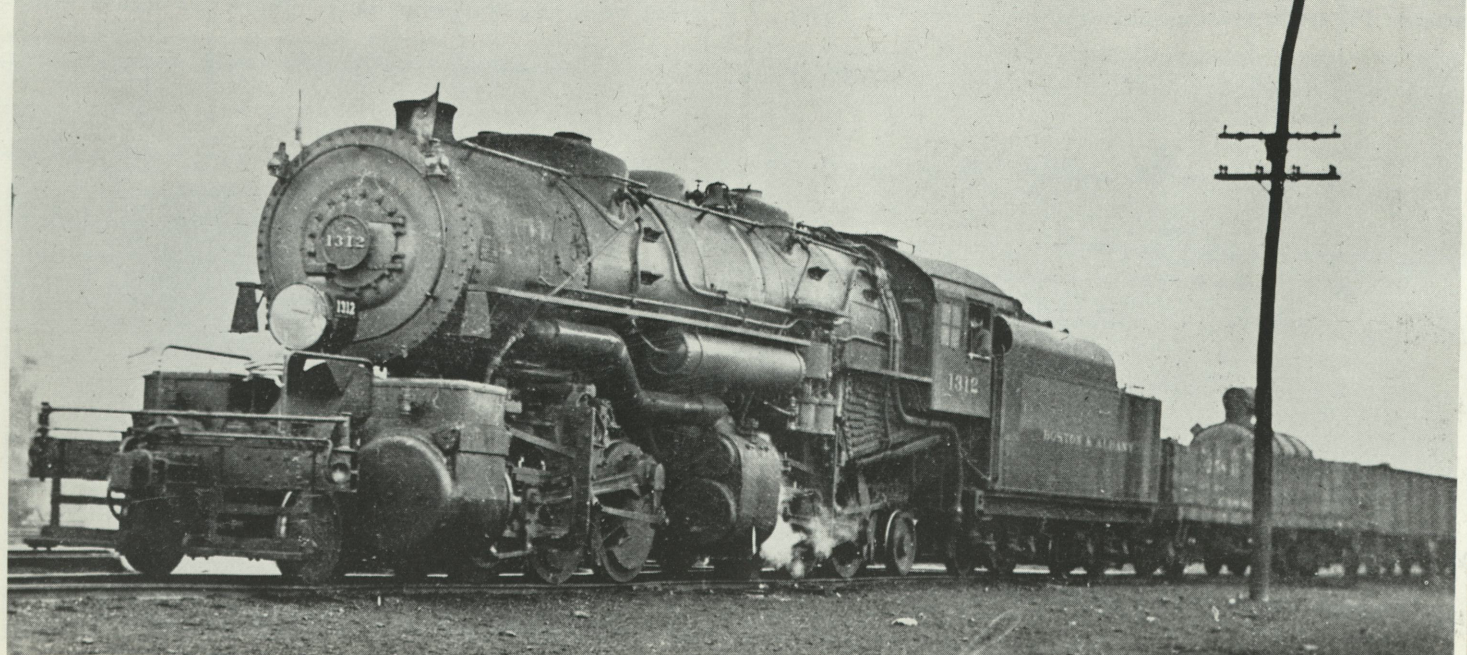


Fig. 147—Mallet Articulated (2-6-6-2) Compound Locomotive for Freight Service. Built for Boston & Albany by the American Locomotive Company. c/n 55684 Schenectady 1916

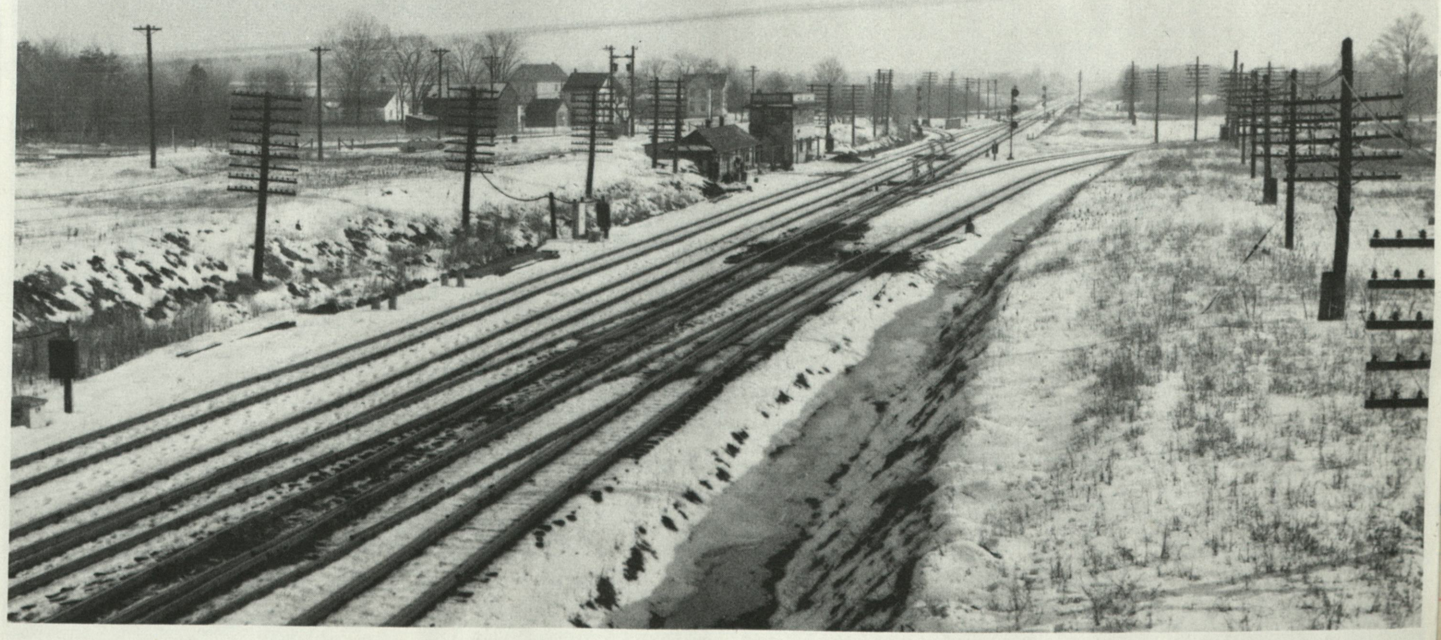
Gage	4 ft. 8½ in.	Heating Surface, Tubes	4,256 sq. ft.
Cylinders	21½ in. and 34 in. x 32 in.	Heating Surface, Firebox	225 sq. ft.
Steam Pressure	200 lbs.	Heating Surface, Total	4,481 sq. ft.
Diam. of Drivers	57 in.	Heating Surface, Superheater	1,082 sq. ft.
Tractive Effort	67,500 lbs.	Grate Area	56.5 sq. ft.
Driving Wheel Base, Front	10 ft.	Weight on Drivers	302,500 lbs.
Driving Wheel Base, Back	10 ft.	Weight, Total	354,000 lbs.
Total Wheel Base	46 ft. 9 in.	Fuel	Soft coal

1308-1312 c/n 56711 Schenectady 1917



Boston & Albany 1312 churns through West Springfield, Mass. with a drag freight in December, 1928. Class NE-2e mallet was built by Schenectady in 1917 and was retired by 1932. The B. & A. occasionally ran these monsters on the Albany Division, [redacted].

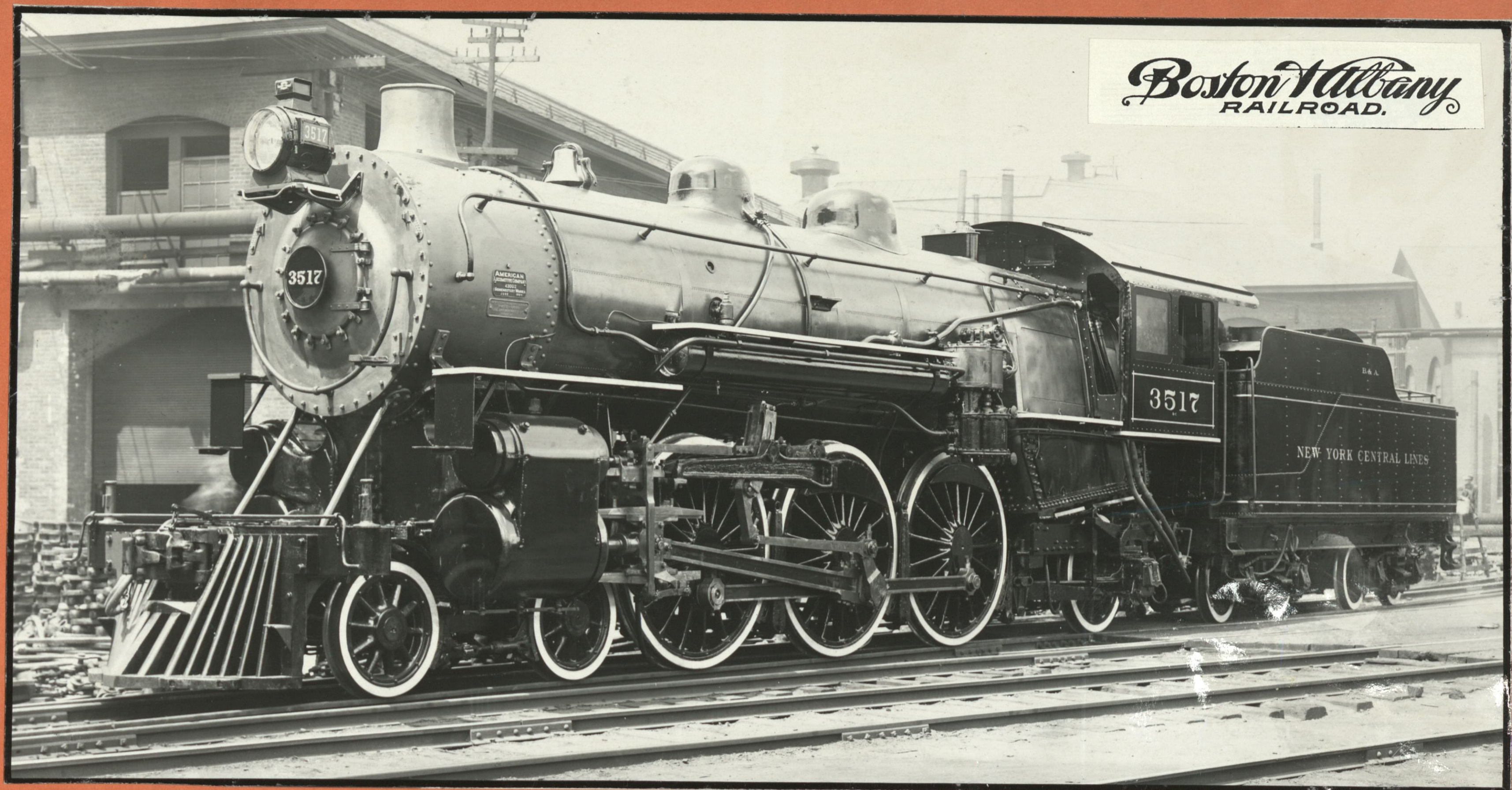
Harold K. Vollrath Collection



View of Selkirk Jct., N.Y., as it looked in January 1955. Photograph is looking east towards the Alfred H. Smith Memorial Bridge over the Hudson River, and the connection to the Hudson Division and the Boston & Albany. Connections to the River Division (West Shore) diverge right to Weehawken and left to Albany.

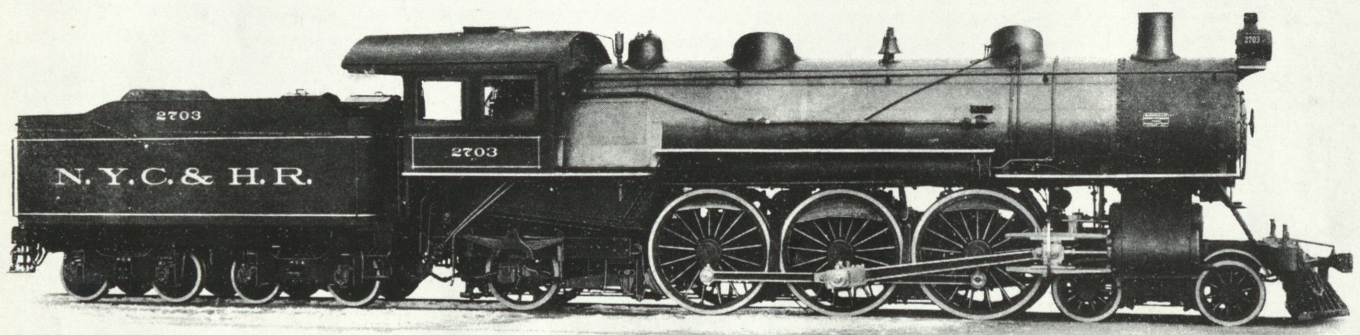
SELLER
DATE
FORM DESTINATION

Class Kc
Schenectady 1907
c/n 43002
Renoed 522

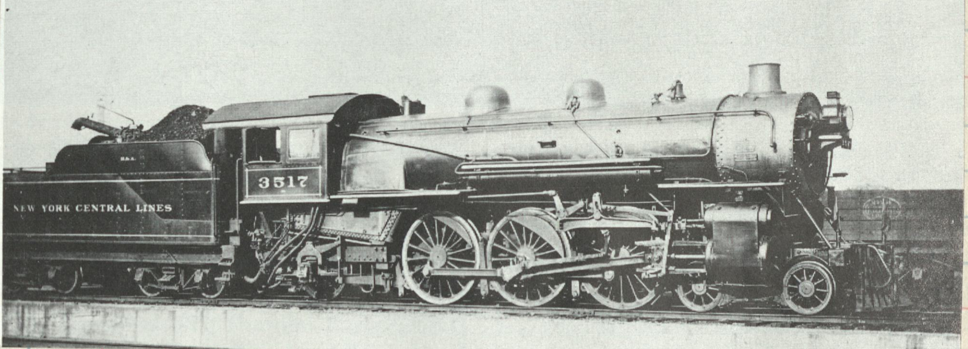

Boston & Albany RAILROAD.
3517
NEW YORK CENTRAL LINES

A THING OF BEAUTY IS A JOY FOREVER

No. Sold Amount Clos. No. Sold Amount

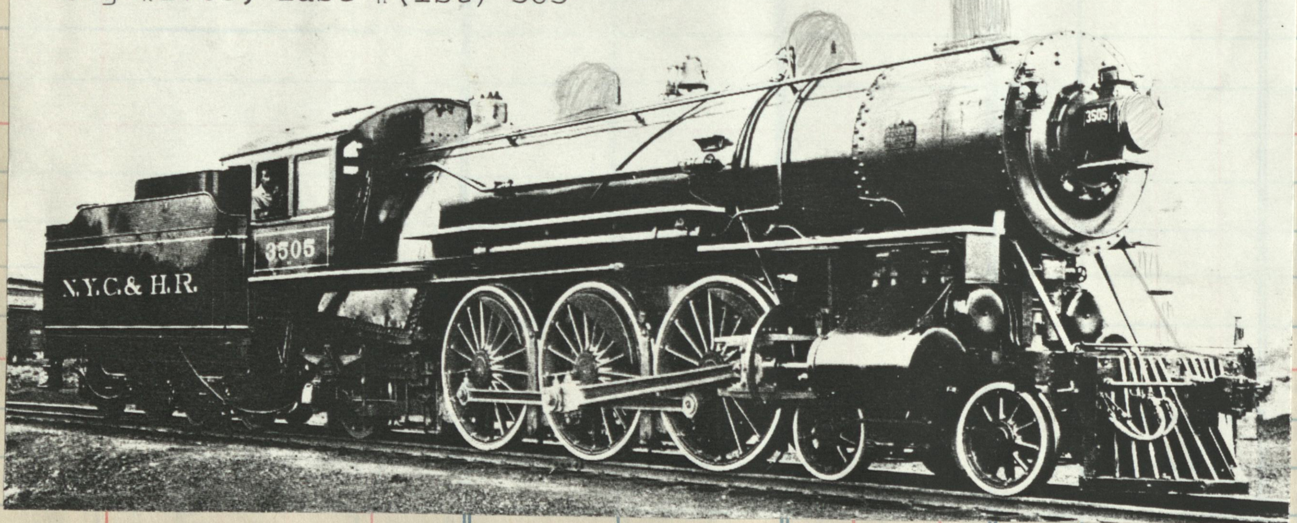


2700-2703 c/n 28963 Schenectady 1903

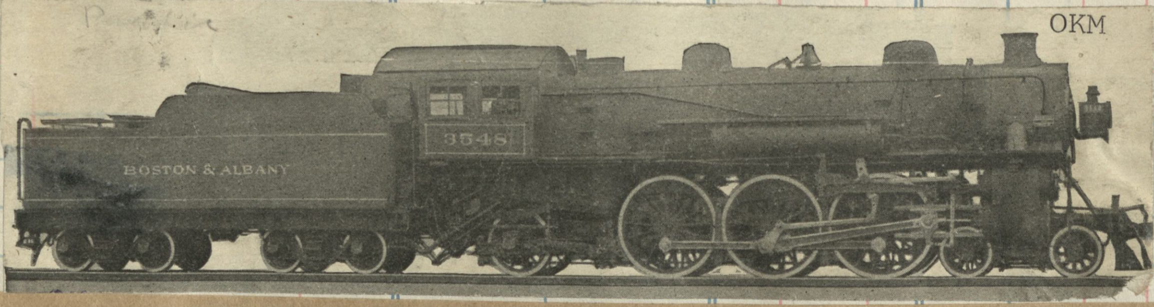

NEW YORK CENTRAL LINES
3517

Note how her classic appearance has been destroyed by the re-positioning of the headlight!

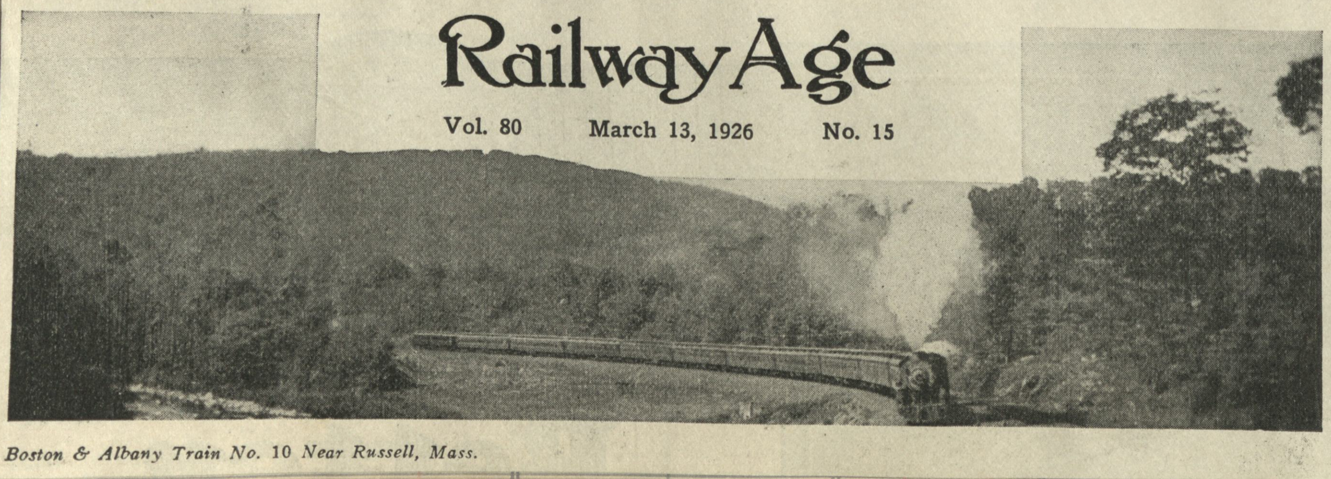
3504-3509 c/n 29354 Schenectady 1903
Org #2705, last #(1st) 505



OKM

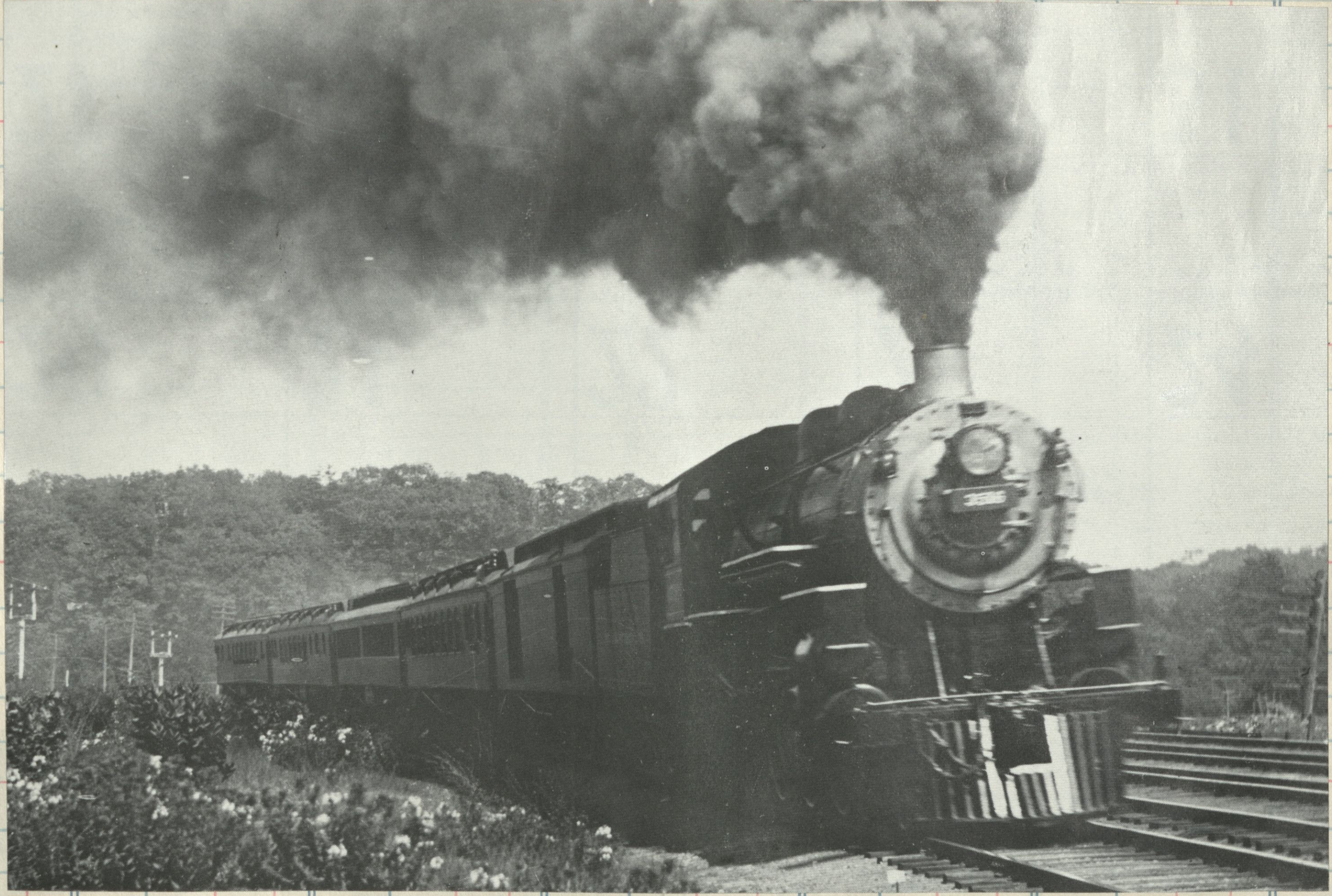

BOSTON & ALBANY
3548

3540-3549 [renoed 545-554] c/n 49427 Schenectady 1911

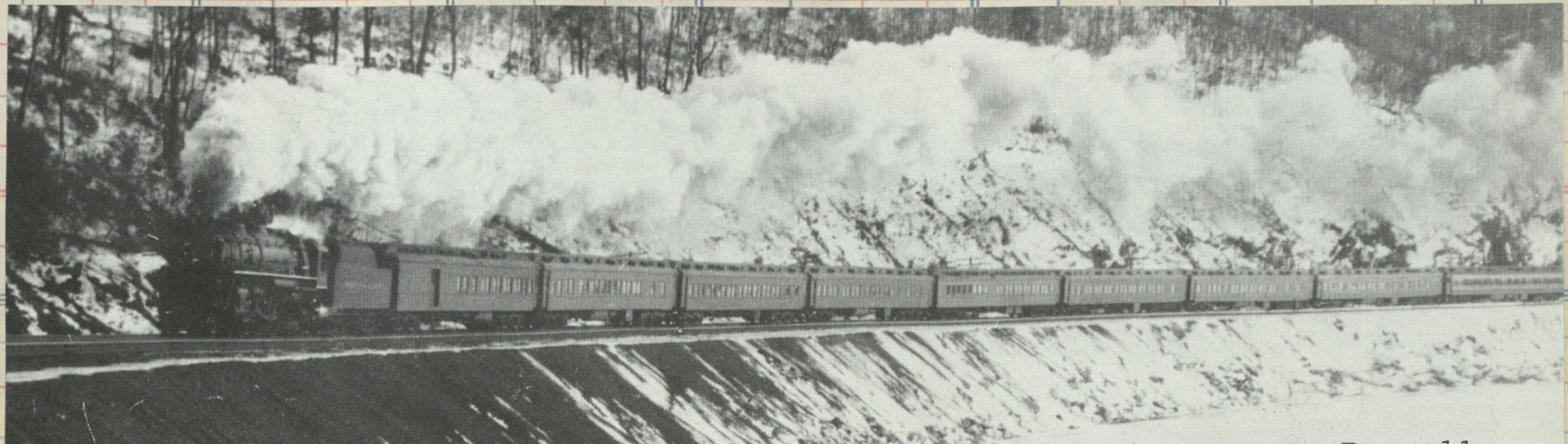


Railway Age
Vol. 80 March 13, 1926 No. 15

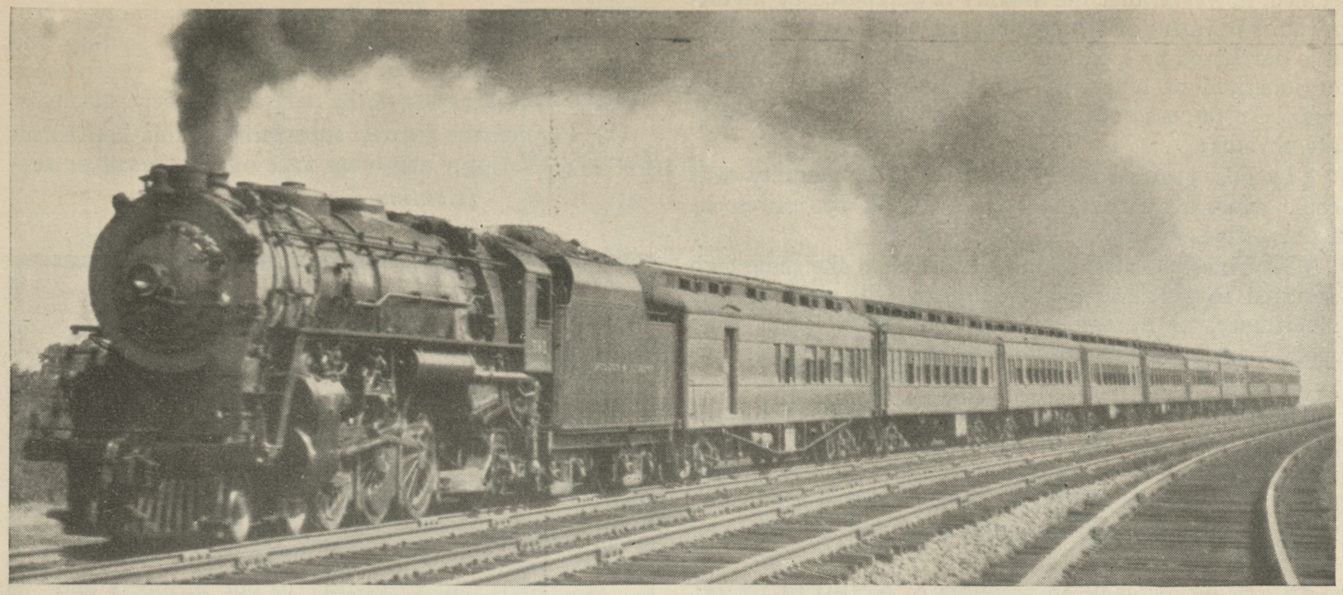
Boston & Albany Train No. 10 Near Russell, Mass.



With grim determination the 3516 comes boiling through Weston Park in August 1909 with the Boston section of the "Century"



the "Century" near Russell
January 1930

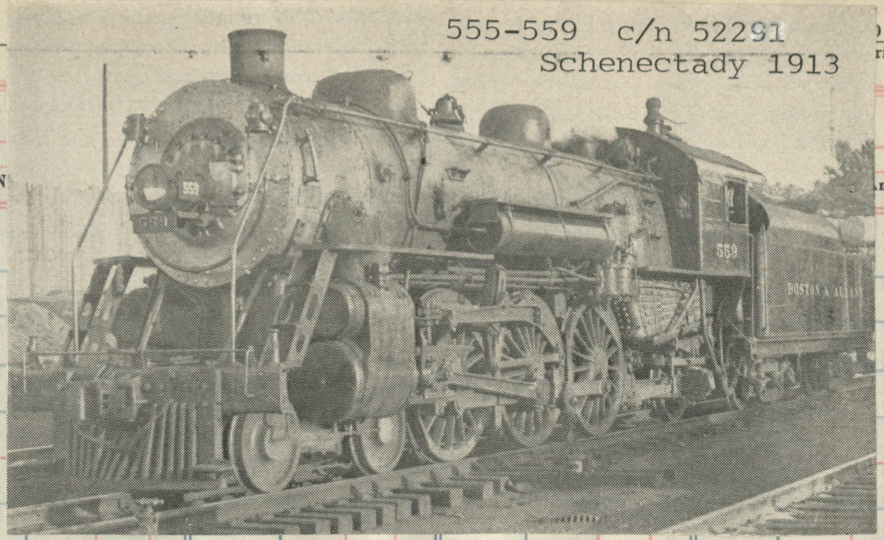


Railroad Photographs

NORTH SHORE LIMITED AT FULL SPEED

This Boston & Albany super-Pacific type engine, 595, class K-6b, was photographed pulling passenger train on the Weston Park Hill, Riverside, Mass.

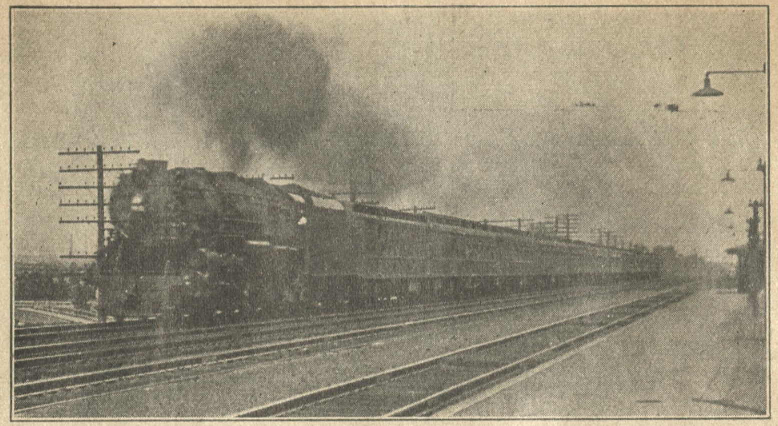
555-559 c/n 52291
Schenectady 1913



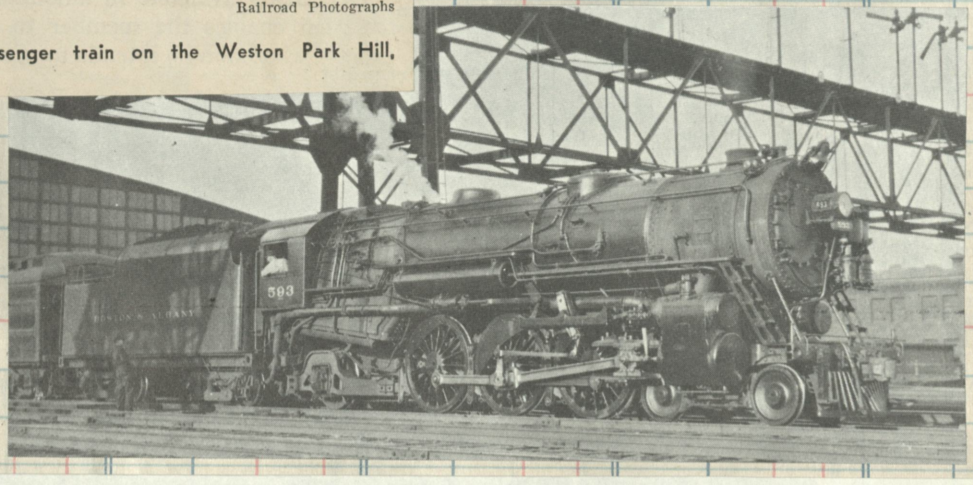
Allston Railroad Photog

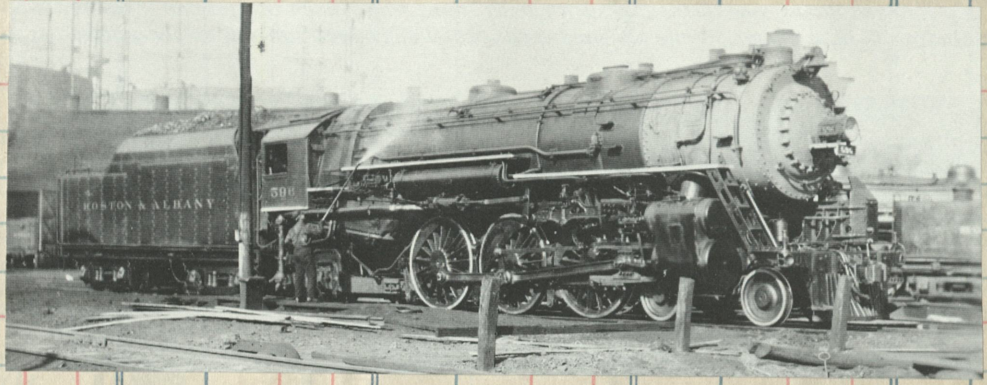
"THE WORCESTER EXPRESS," HIGHBALLING BY SCENIC WESTON PARK, MASS.
Locomotive 565 pulls this fast Boston & Albany passenger.

New York Central Lines Magazine for September, 1925

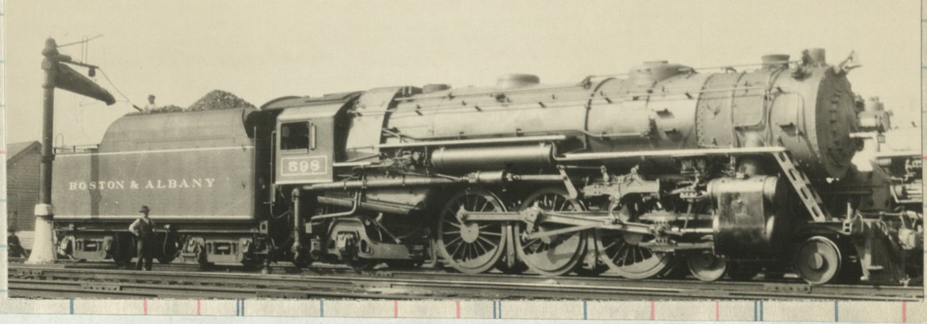


Snapshot by G. P. Becker, of Boston & Albany Train No. 11.

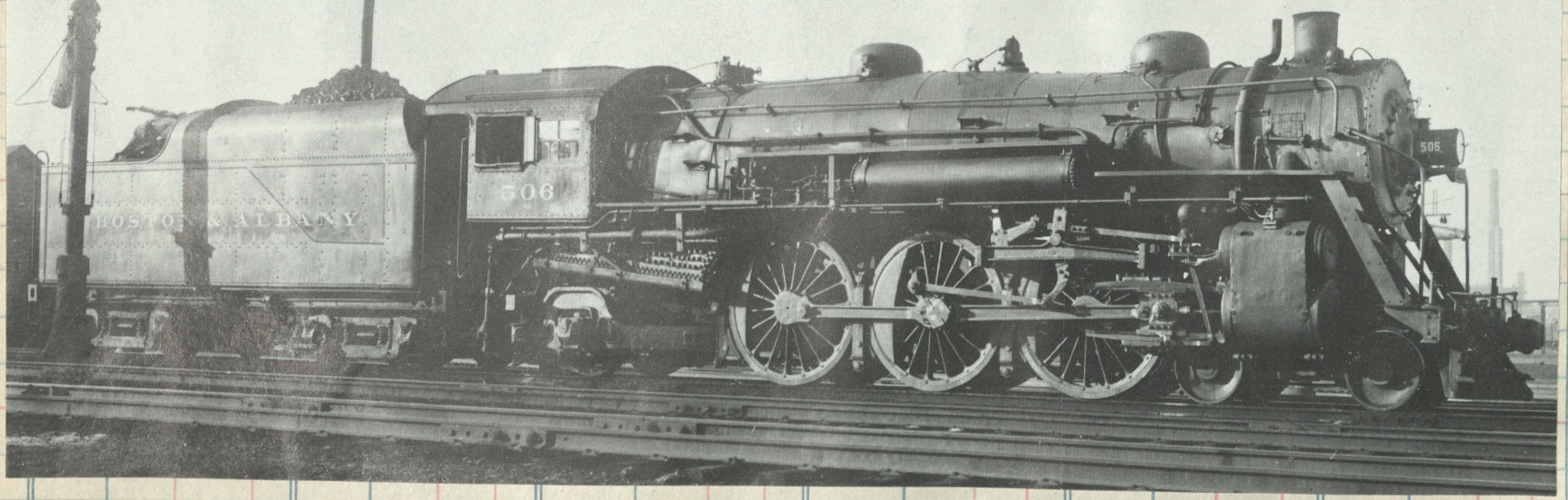




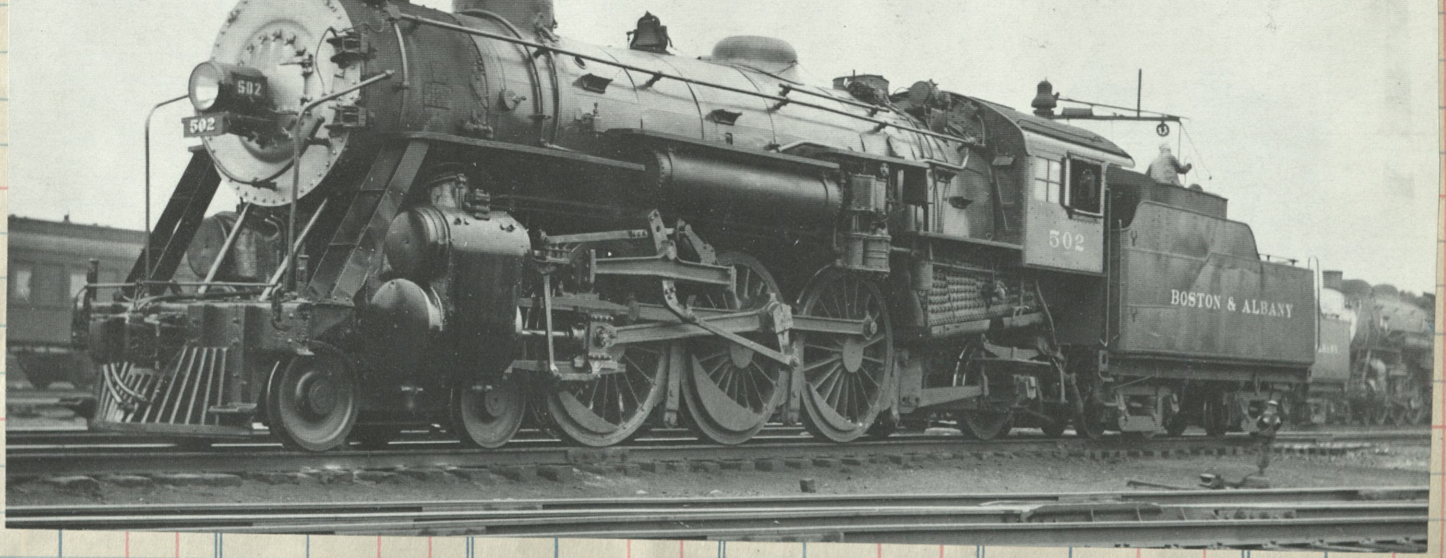
The B&A K-6 class was built in two groups. The K-6a's noed 590-594 came from Brooks in 1925. The K-6b's noed 595-599 were delivered by Schenectady in 1926. All ten went to the P&LE in 1931 noed 9245-9254.



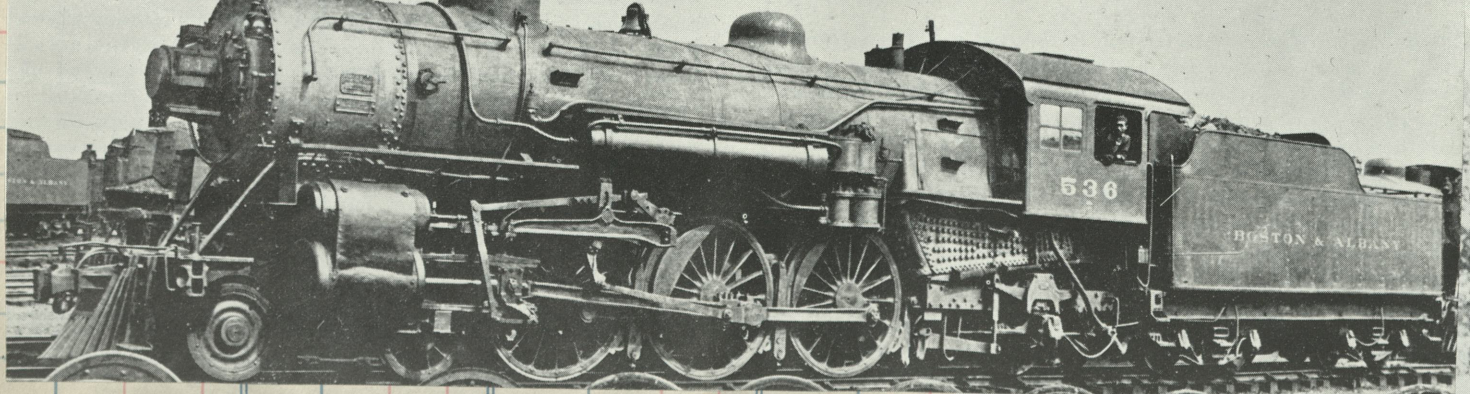
Former NYC #3357 blt in 1918 by Brooks c/n 58132. Renoed 4757 and to B&A Second #506 in 1937

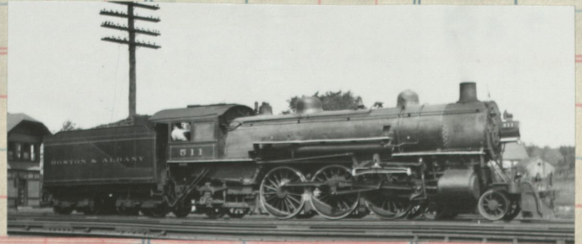


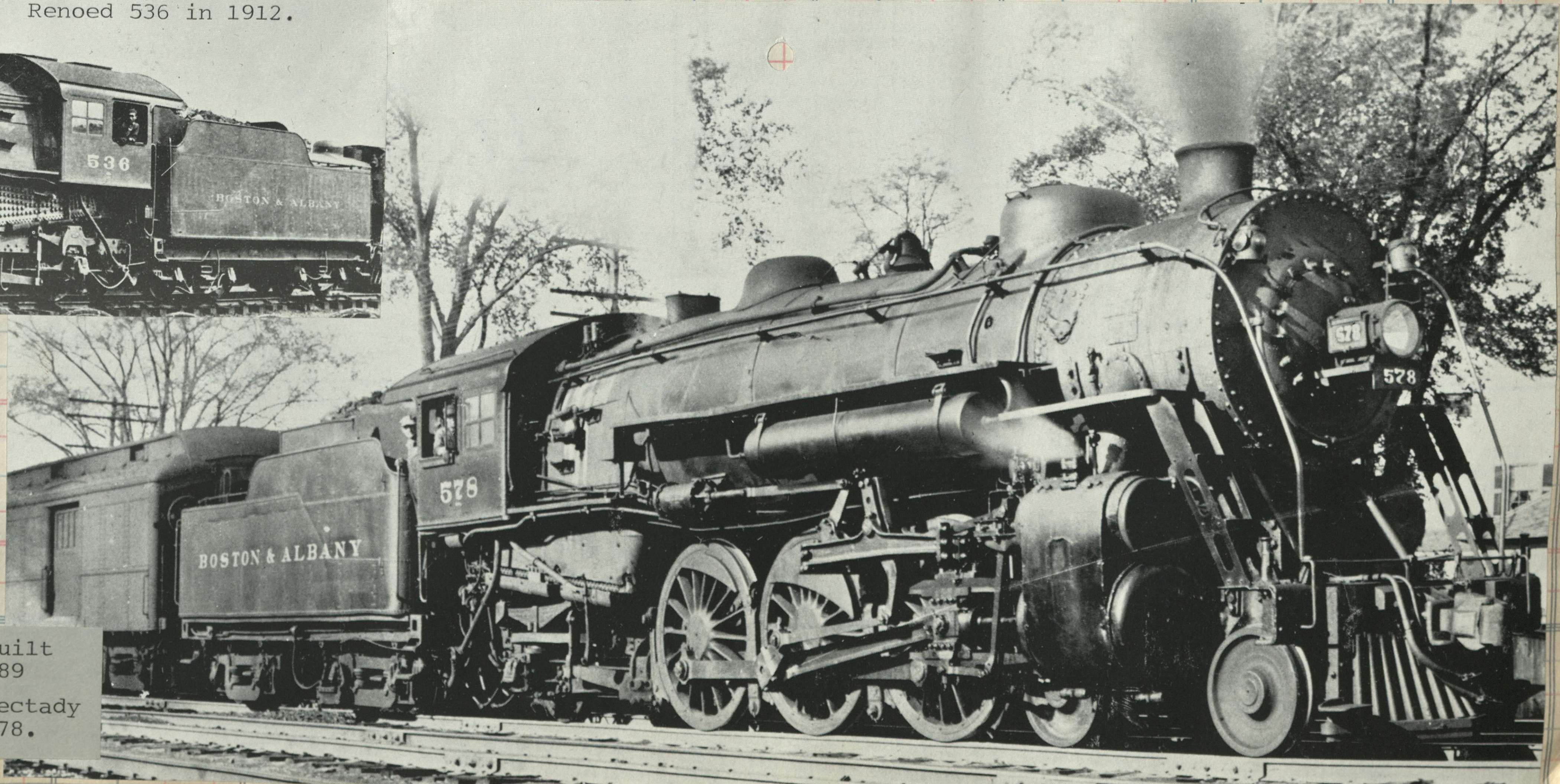
Second #502 blt as NYC #3345 by Brooks in 1918 c/n 58120 Renoed 4745 in 1935 and in 1937 became B&A 502.



Org #3531 Schenectady 1908 c/n 45339.
Renoed 536 in 1912.

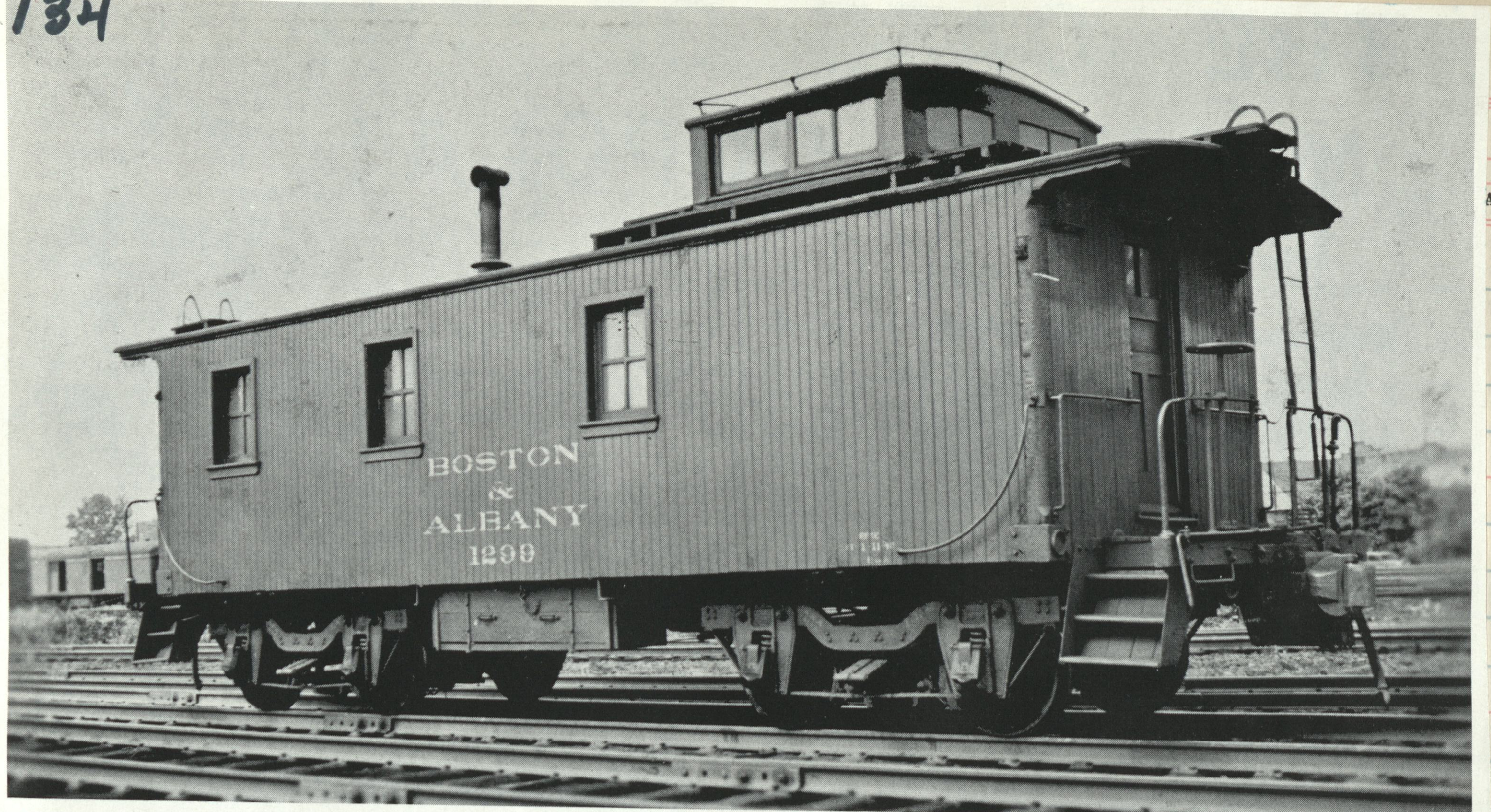




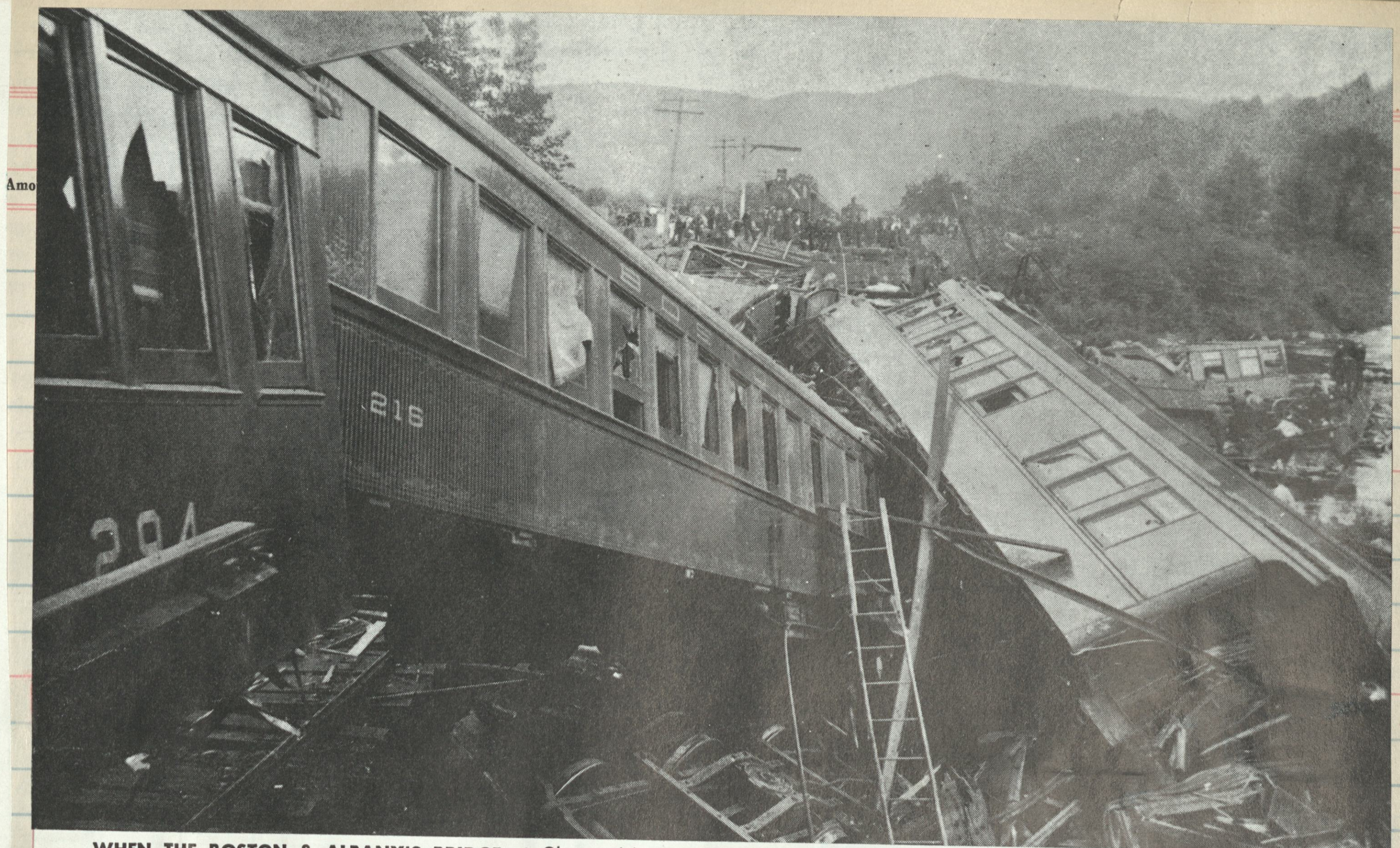


From 1922 to 1925 the West Albany Shops rebuilt fifteen K-11 class to K-14's noed B&A 575-589

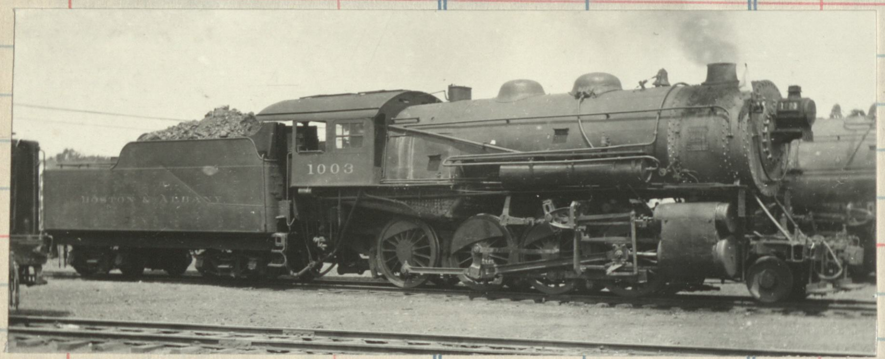
The 578 was former K-11f #3182 blt by Schenectady in 1913 c/n 54179 reblt 1922 and noed B&A 578.


BOSTON & ALBANY
1299

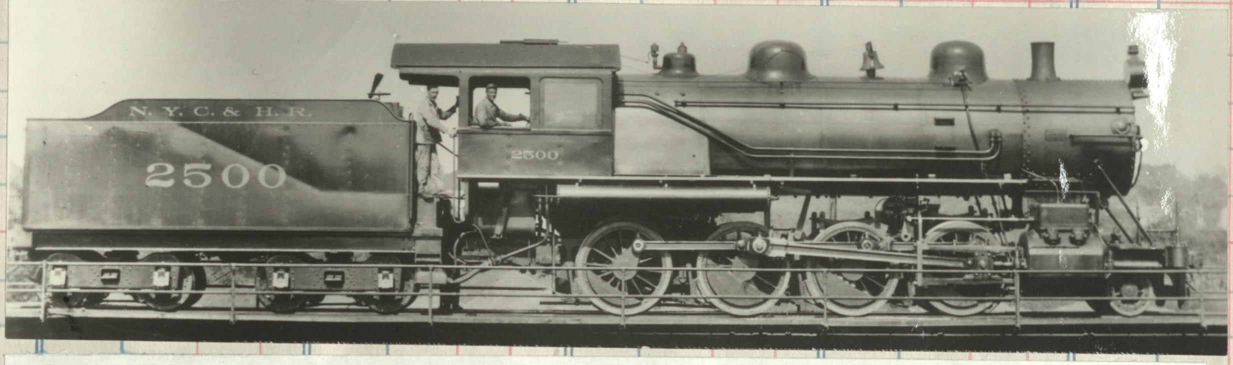
B. & A. caboose No. 1299 at first glance resembles the "standard" N. Y. C. caboose covered earlier, but the cupola appears to be taller, the steps slightly different, and with the addition of an underframe tool box and large wheeled unusual trucks these cabooses have an appearance all their own. There were 80 cabooses in this series which were originally numbered 1117 - 1299 and were renumbered 17000 - 17081 in 1952. This photo was taken at Rensselaer, N. Y. on June 2, 1940.



WHEN THE BOSTON & ALBANY'S BRIDGE at Chester Mass., collapsed in 1907, the engine and half a dozen coaches rolled into a rocky stream bed.

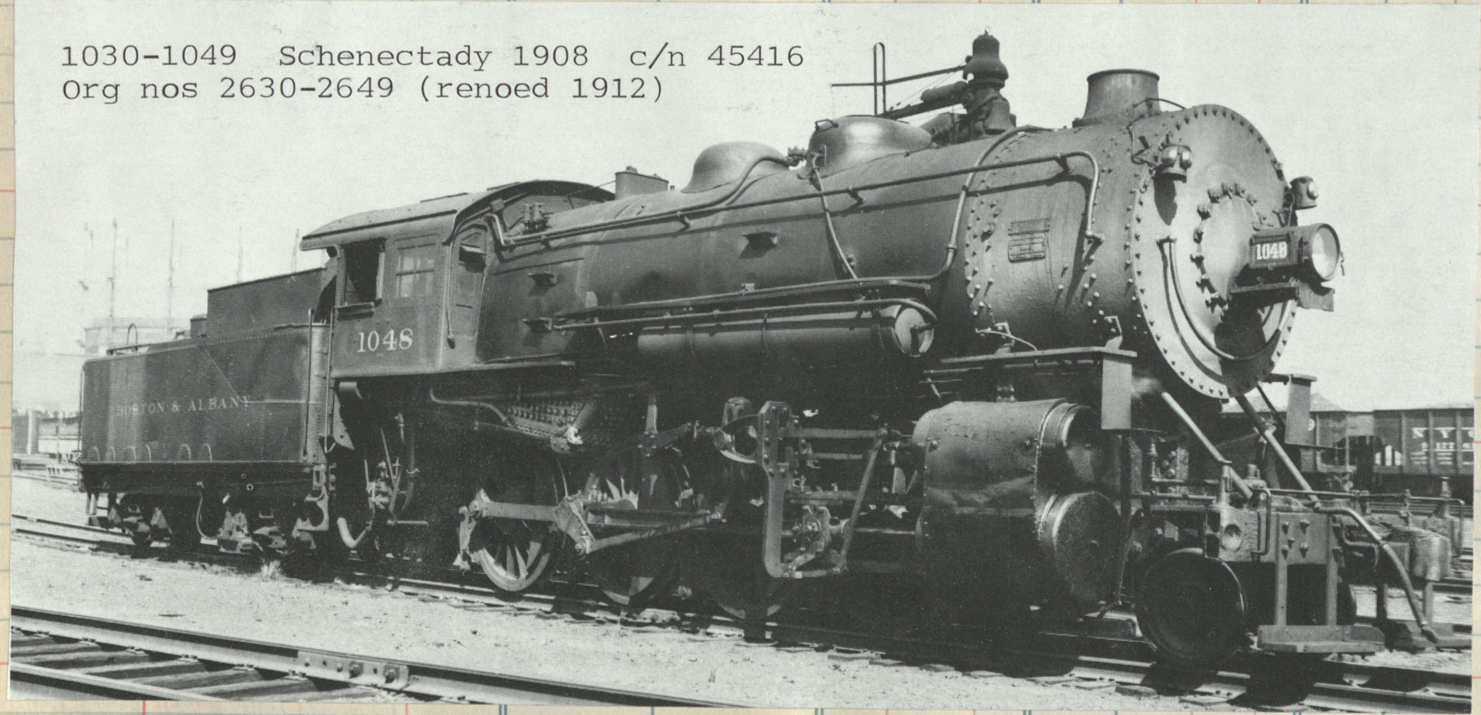


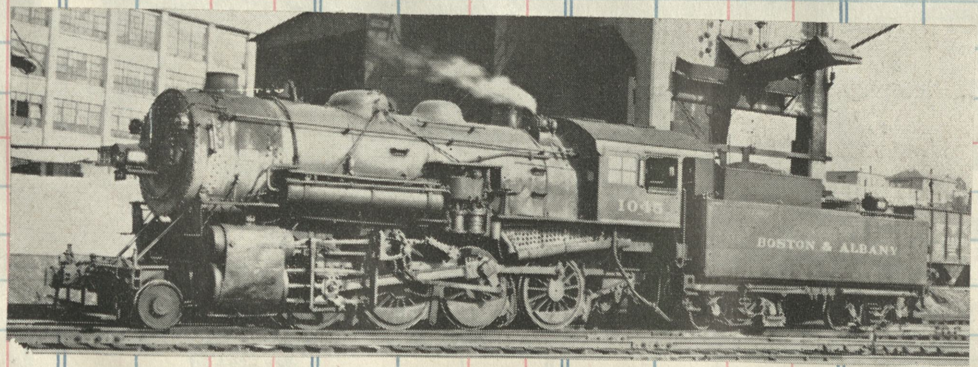
2-8-0's 1000-1009, class G-5w blt at Schenectady in 1907 noed 2600-2609 [c/n 43006]



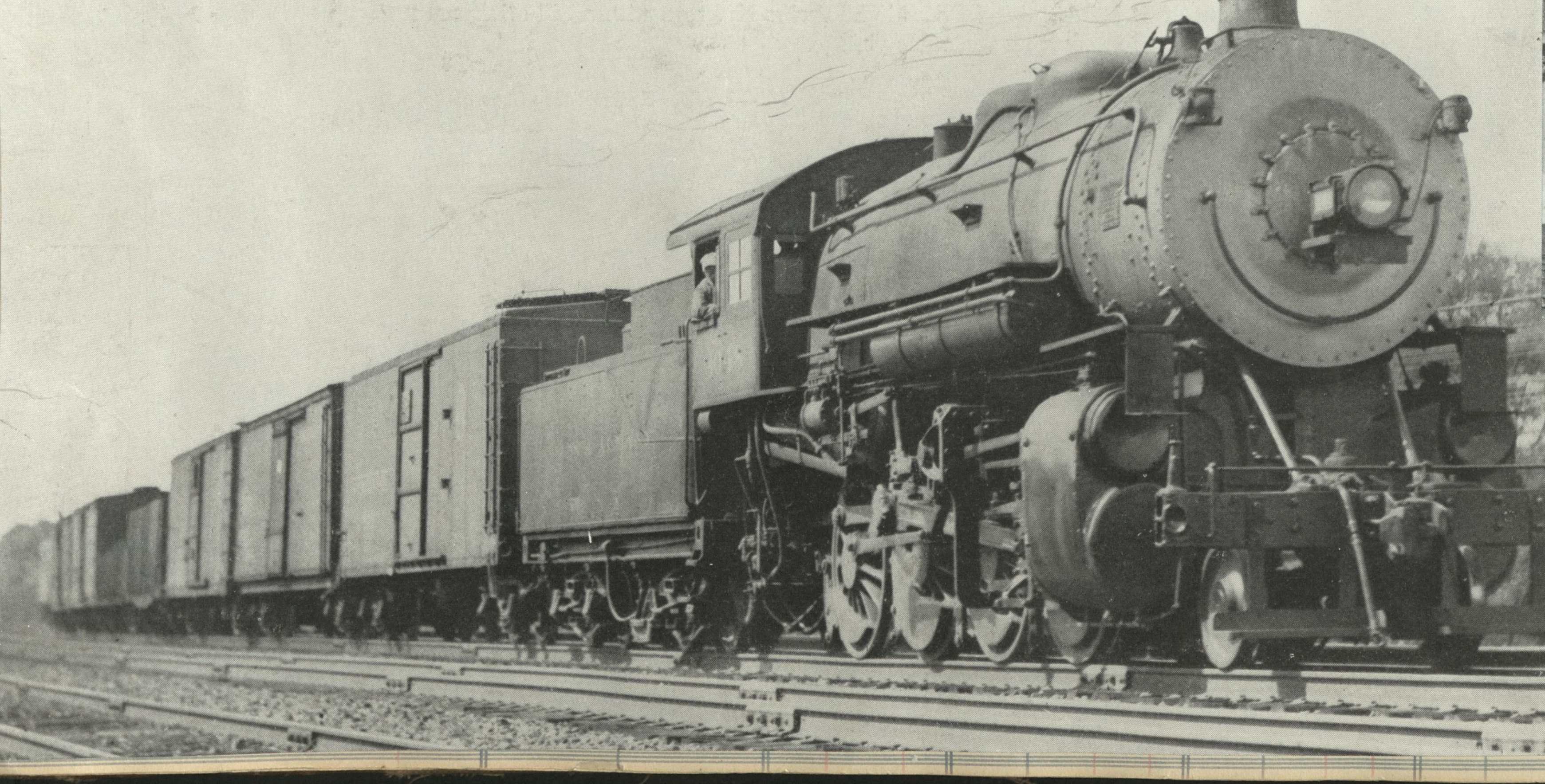
The 2500, one of the few compounds, blt by Schenectady 1901 G-33 c/n 5997 (2500-2505) Renoed 2564, 964. Reblt 1917 to 0-8-0 U-33 #30.

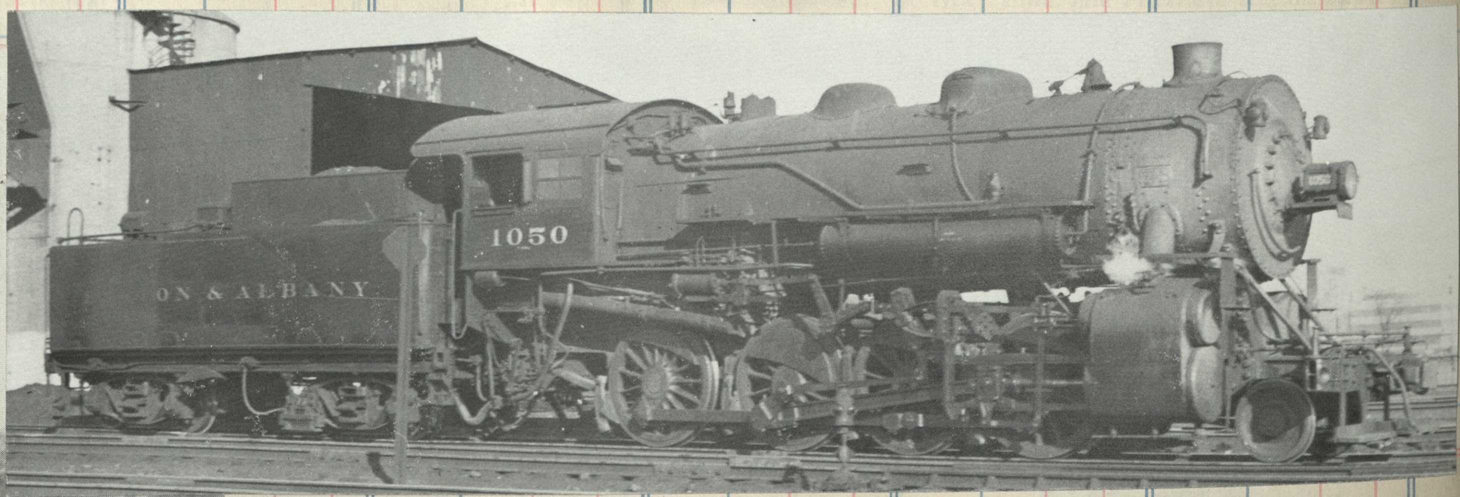
1030-1049 Schenectady 1908 c/n 45416
Org nos 2630-2649 (renoed 1912)


1048
BOSTON & ALBANY

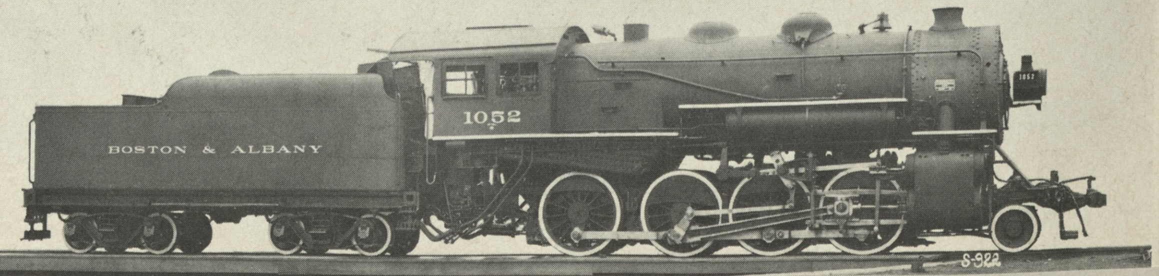

1048
BOSTON & ALBANY

A local, behind Eng 1048 a 2-8-0, drifts along the Charles River near Faneuil.



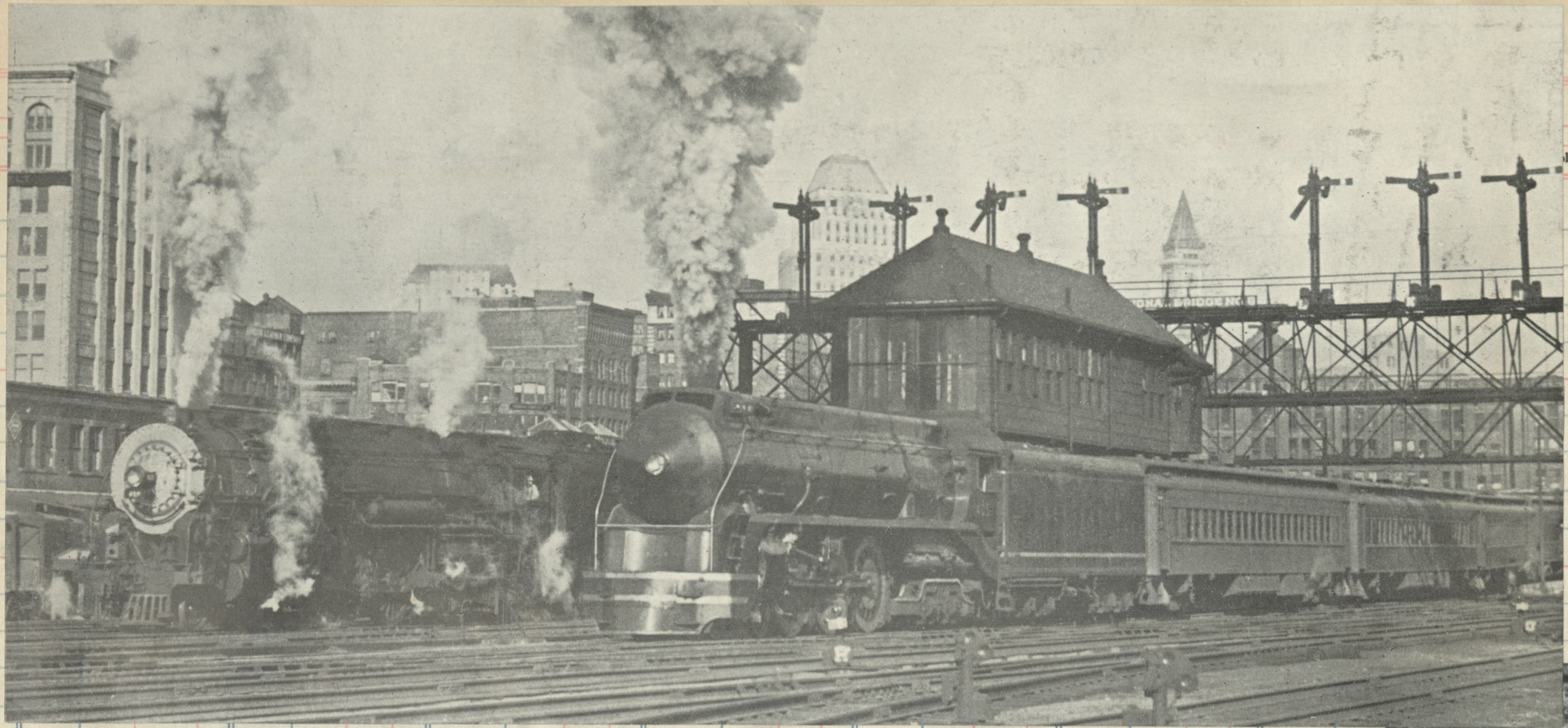

ON & ALBANY
1050

1050-1053 Schenectady 1913 c/n 52281

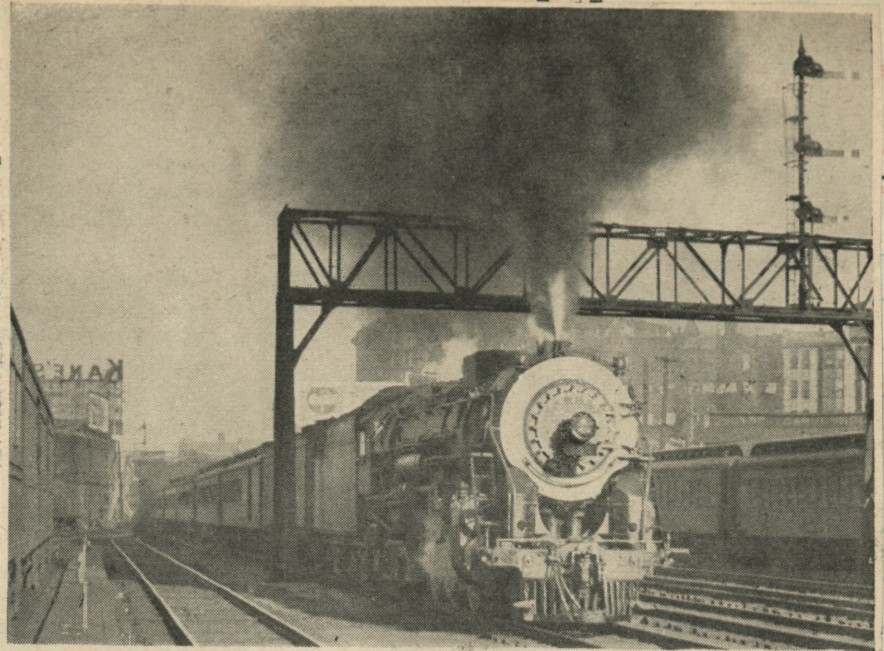

BOSTON & ALBANY
1052

The final 2-8-0's built for the New York Central System

Sold Amount



At the starting gate...South Station...Boston



Allston Railroad Photograph

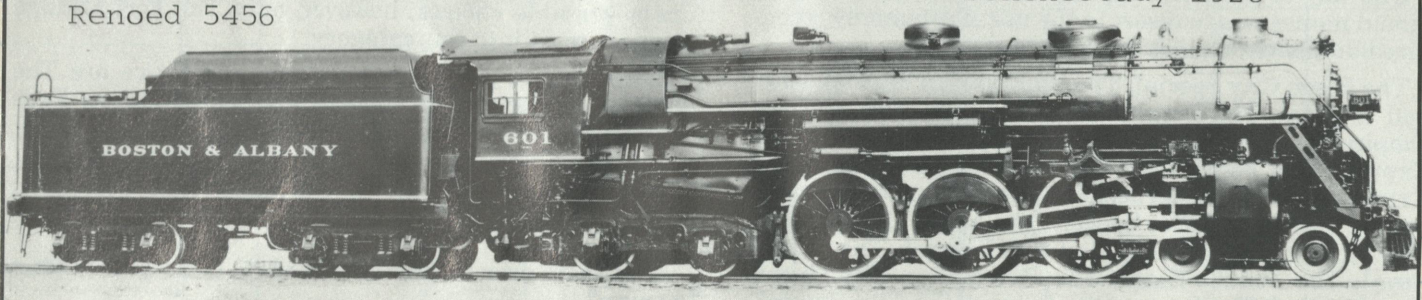
BOSTON & ALBANY'S ENGINE 600 HAULING "THE WOLVERINE"

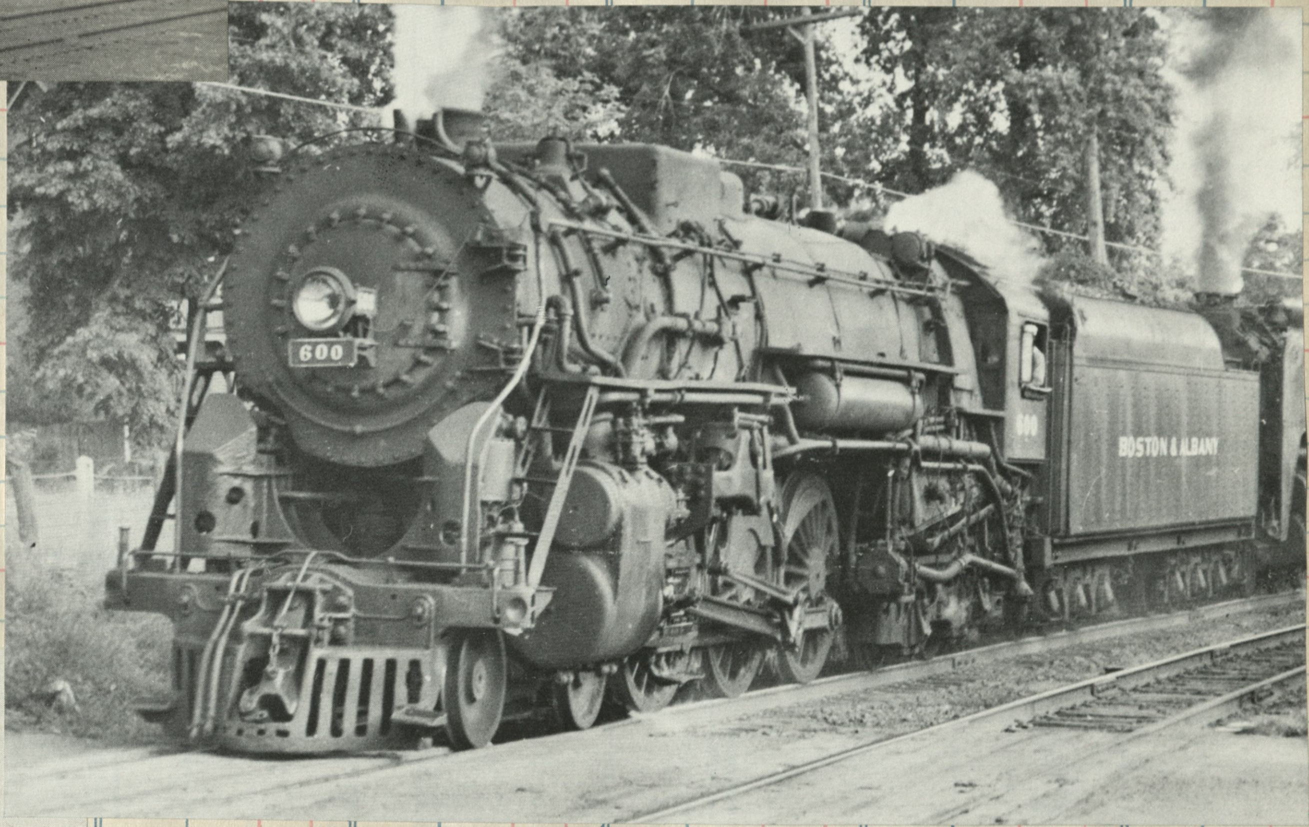
This photo was taken at twilight as this westbound train was getting under way from Trinity Place Station, Back Bay, Boston, Mass.

600-604
Renoed 5456

c/n 676o5

Schenectady 1928





No. 27—New England States—Daily
Via New York Central

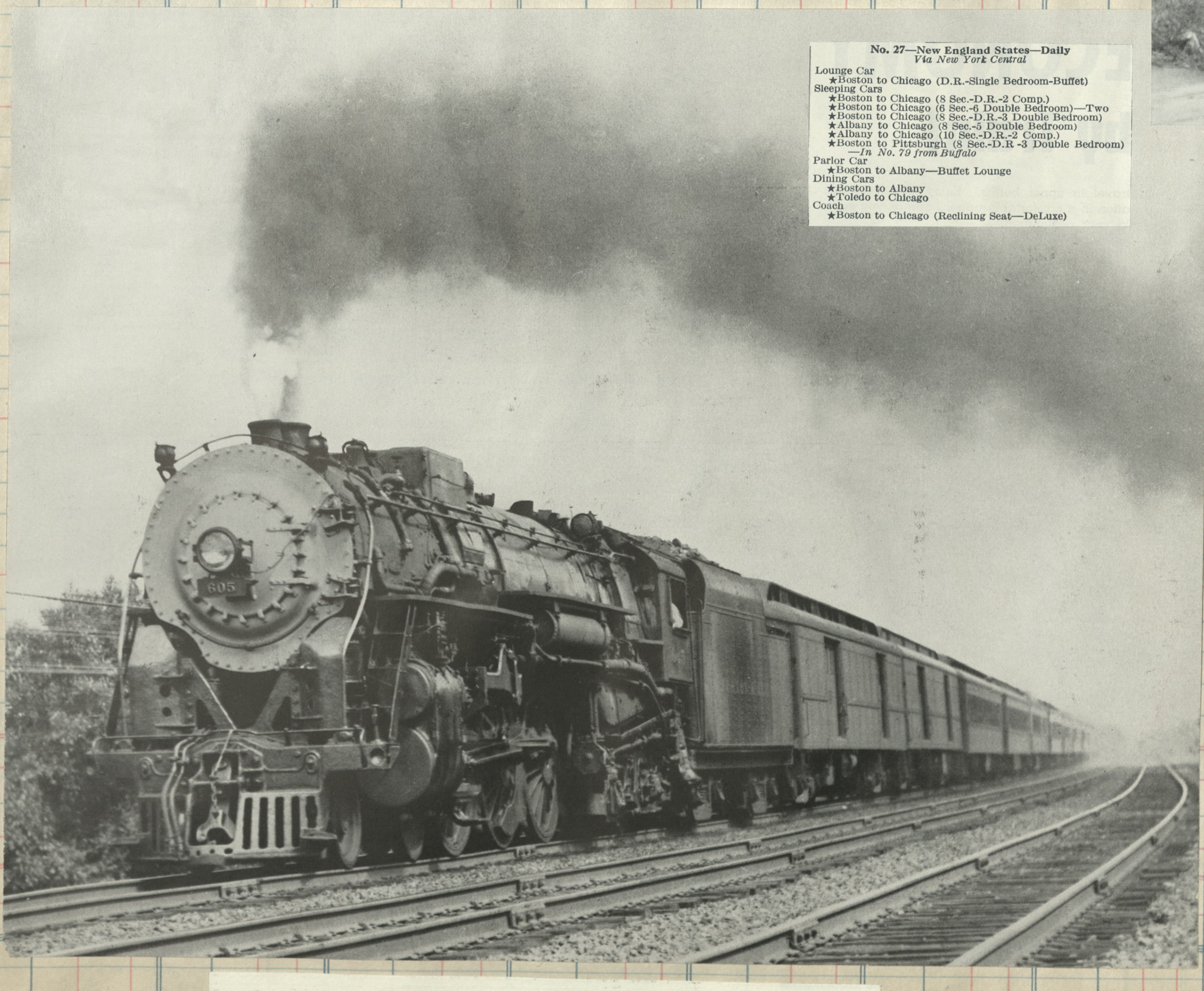
Lounge Car
- ★Boston to Chicago (D.R.-Single Bedroom-Buffet)

Sleeping Cars
- ★Boston to Chicago (8 Sec.-D.R.-2 Comp.)
- ★Boston to Chicago (6 Sec.-6 Double Bedroom)—Two
- ★Boston to Chicago (8 Sec.-D.R.-3 Double Bedroom)
- ★Albany to Chicago (8 Sec.-5 Double Bedroom)
- ★Albany to Chicago (10 Sec.-D.R.-2 Comp.)
- ★Boston to Pittsburgh (8 Sec.-D.R -3 Double Bedroom) *—In No. 79 from Buffalo*

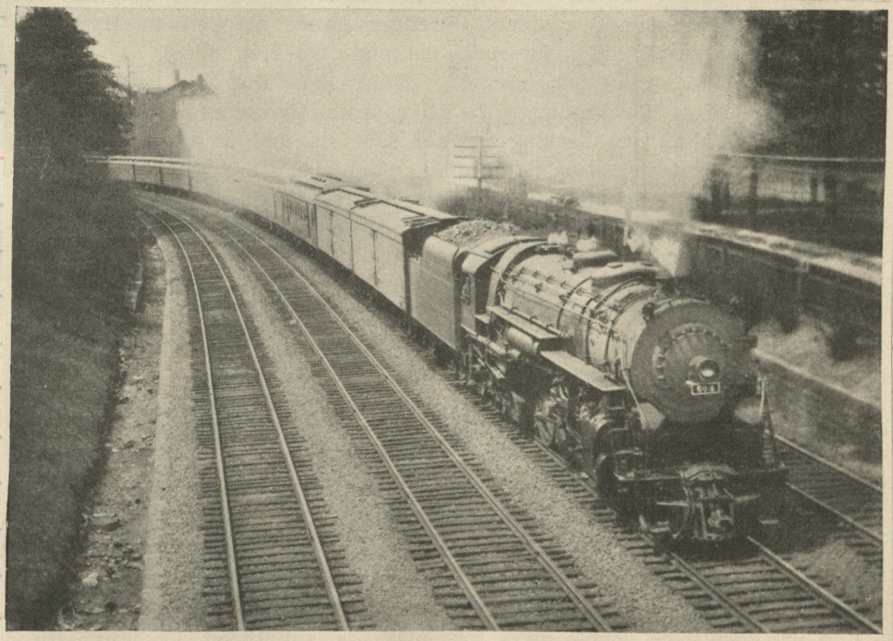
Parlor Car
- ★Boston to Albany—Buffet Lounge

Dining Cars
- ★Boston to Albany
- ★Toledo to Chicago

Coach
- ★Boston to Chicago (Reclining Seat—DeLuxe)

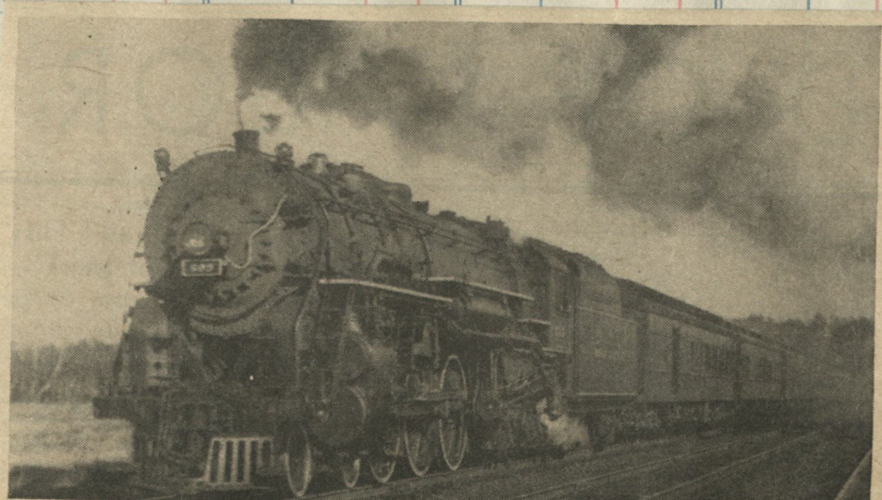


#27 east of North Adams, Jct.



ENGINE 604 OF THE BOSTON & ALBANY

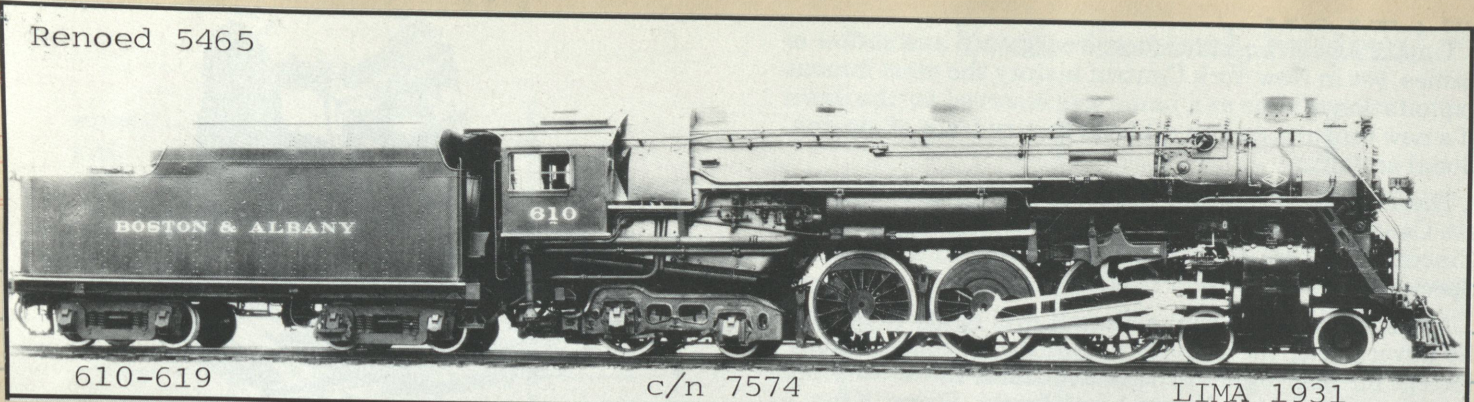
Photograph of this Hudson type locomotive, pulling train 10, was taken at Newton, Mass.,



Rail Photo Service

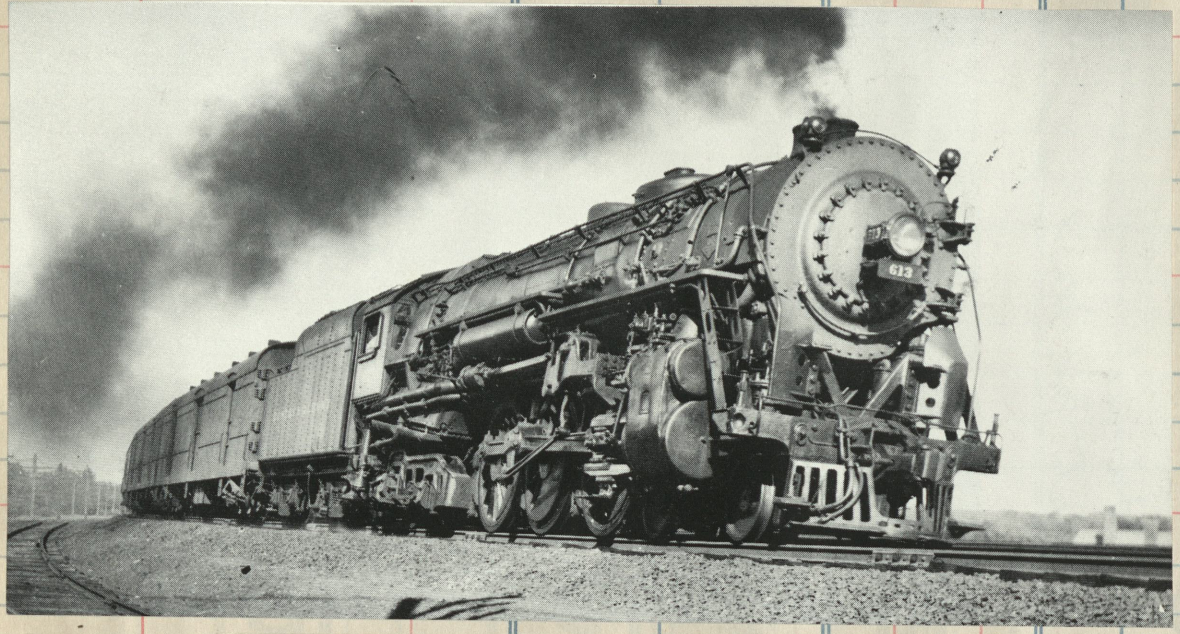
BOSTON & ALBANY'S ENGINE 609 HAULING PASSENGERS BY WESTON PARK, MASS.

Clos. No. Sold Amount

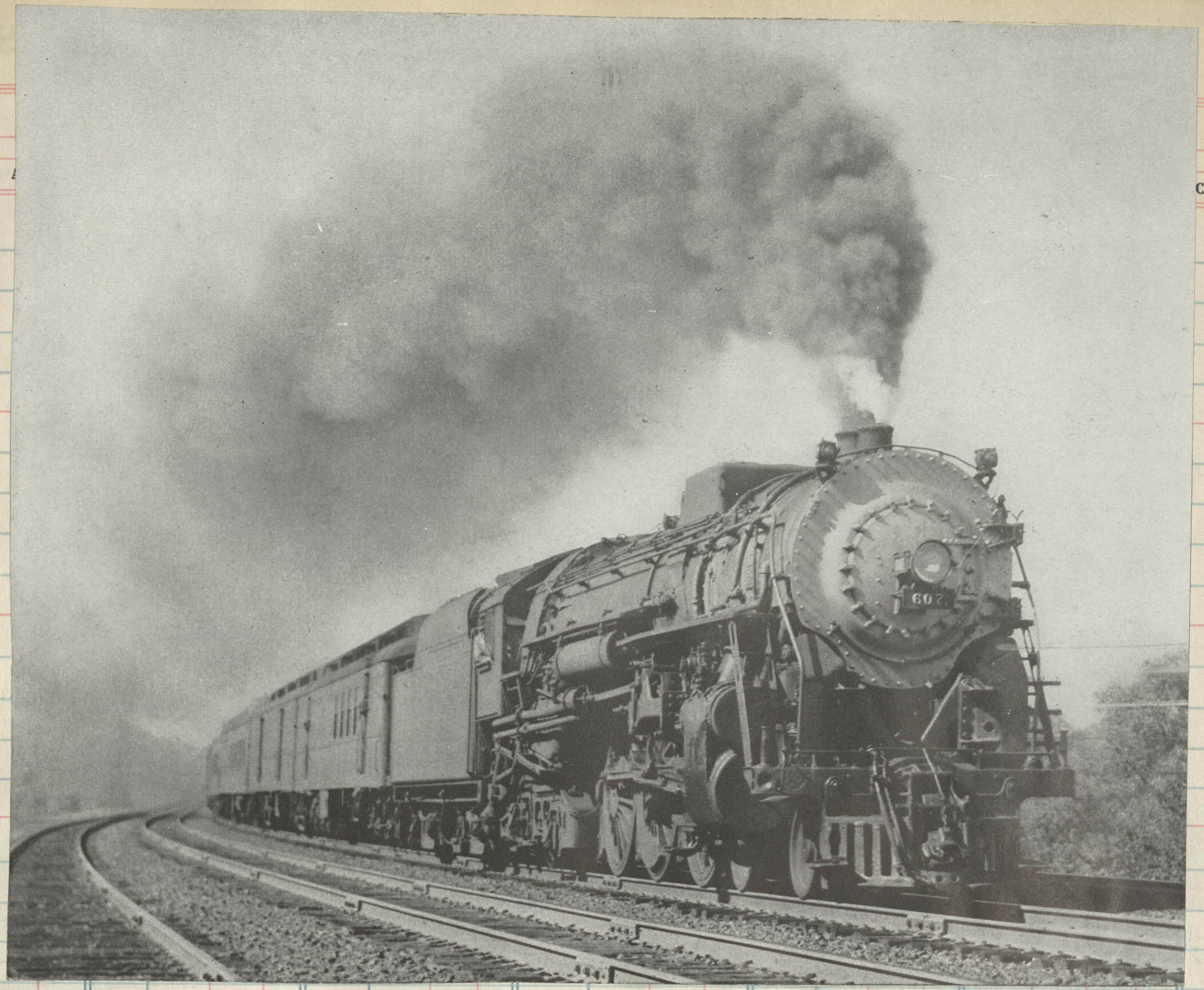


Renoed 5465

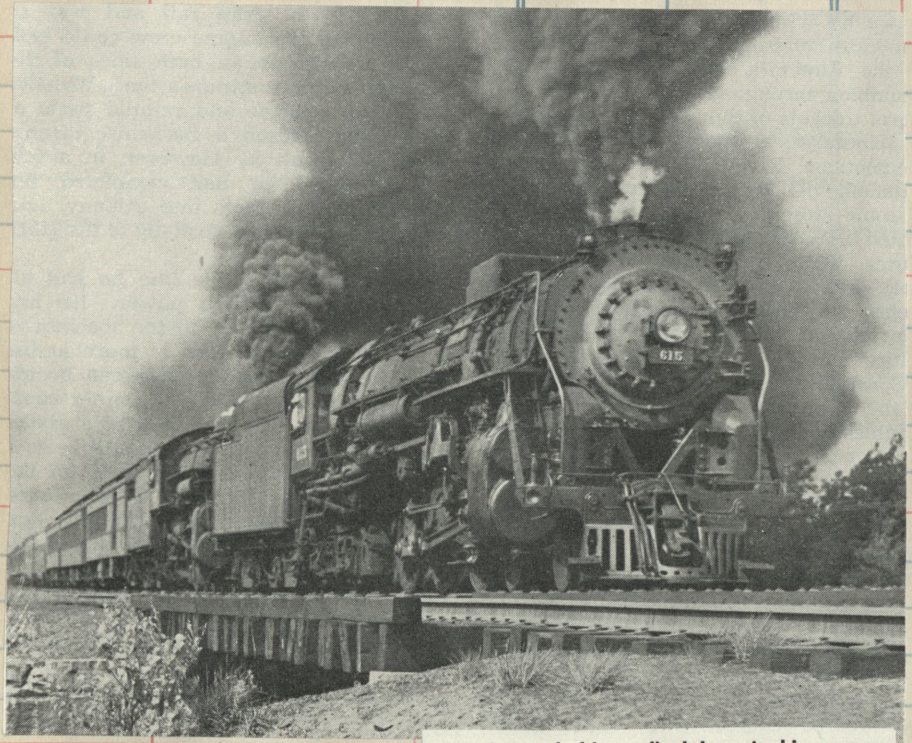
610-619 c/n 7574 LIMA 1931



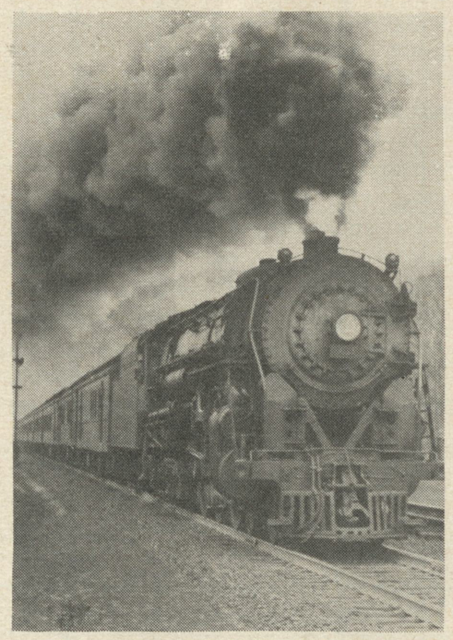
The Wolverine near Weston Park



In four track territory near Faneuil



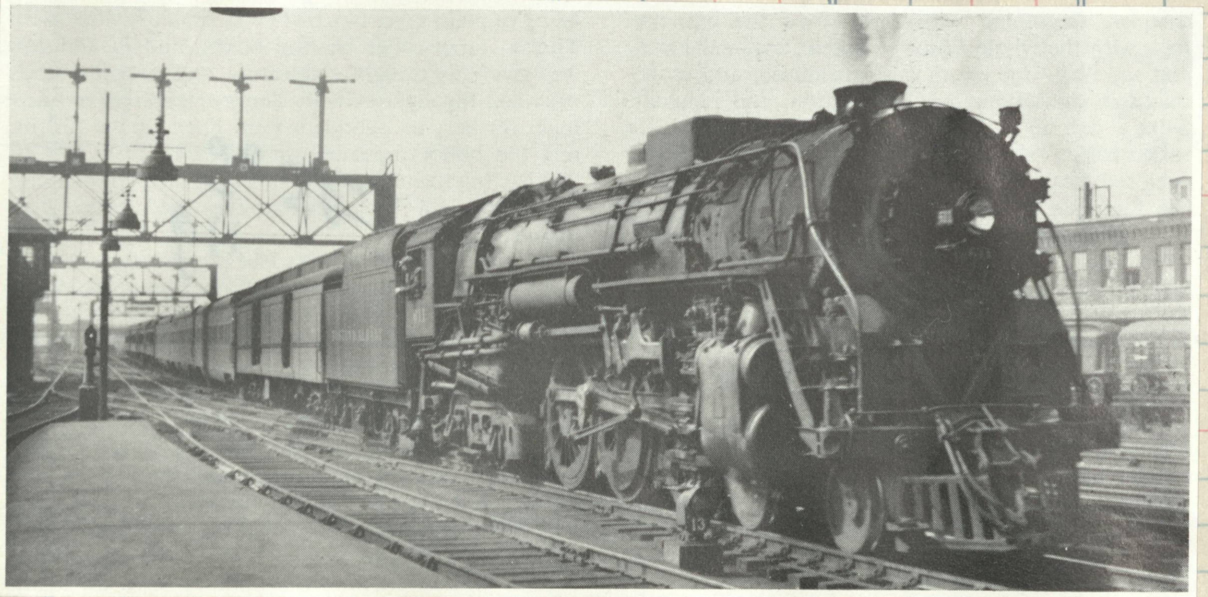
Whistler probably walked here in his surveys of the Western Railroad, now Boston & Albany. The New England States is at Auburndale.



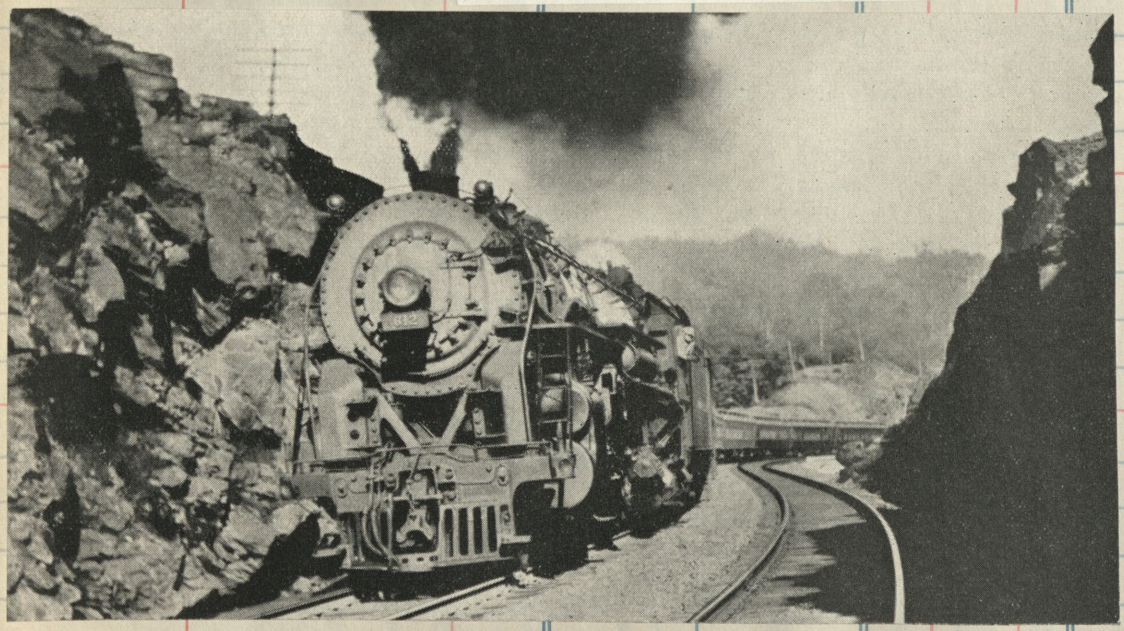
Allston Railroad Photographs

BOSTON & ALBANY'S ENGINE 611

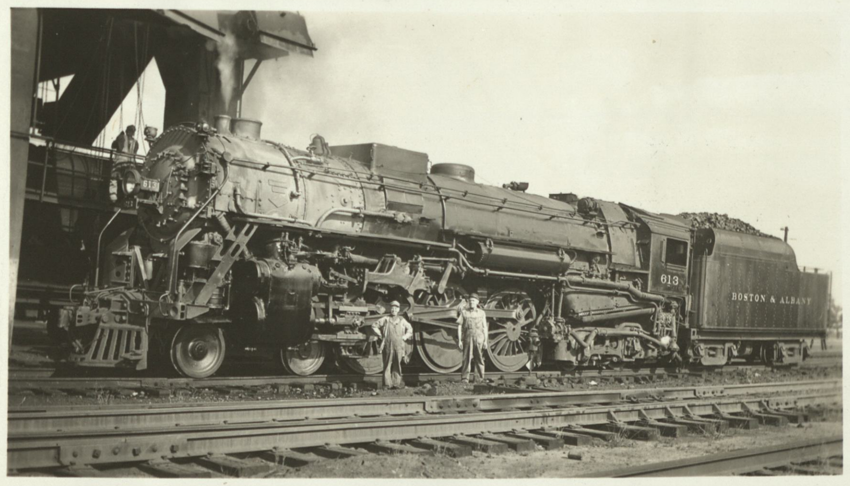
Photograph snapped as locomotive 611 pulled fast passenger train through Warren, Mass.



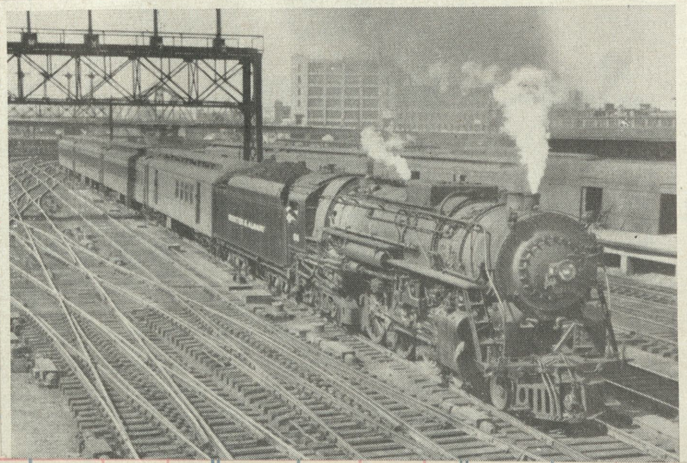
approaching South Station

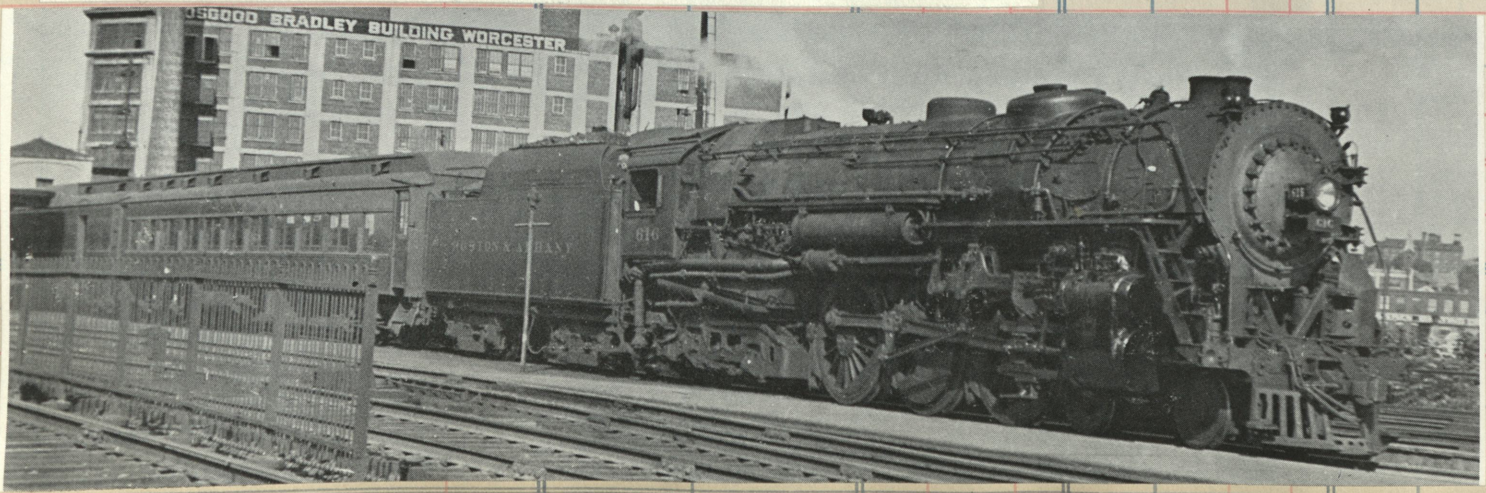


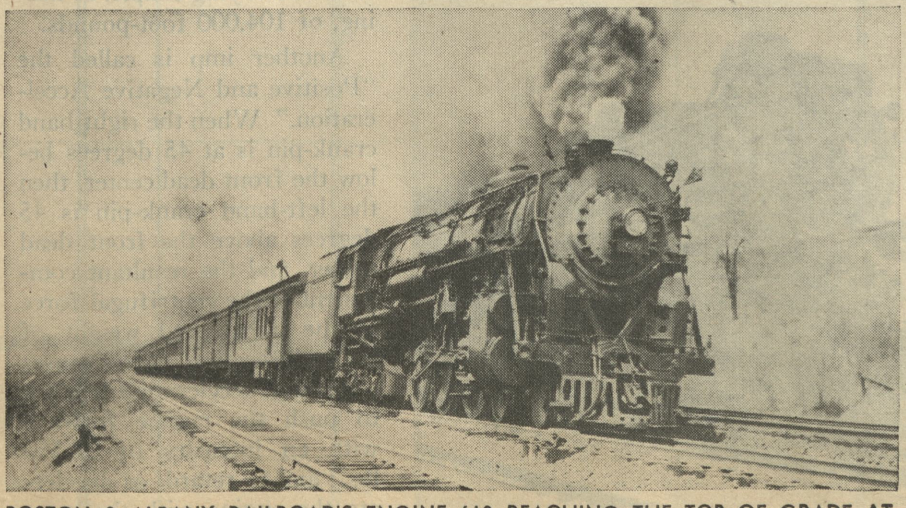
The 612 hard at work near Middlefield with Tn #15



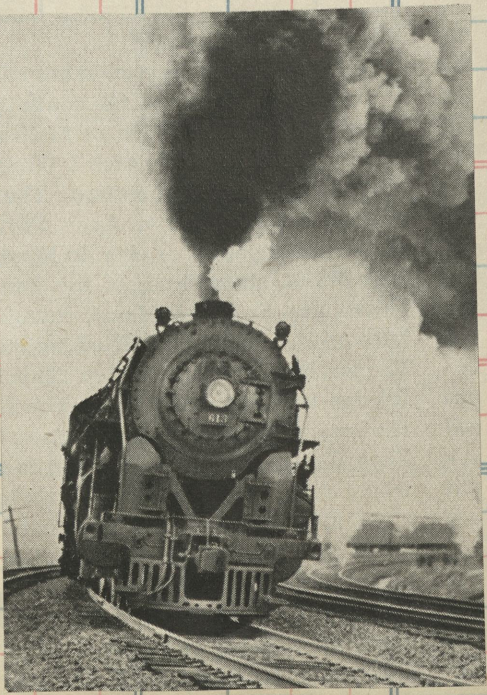
at Beacon Park-Sept '37-foto by Ed May





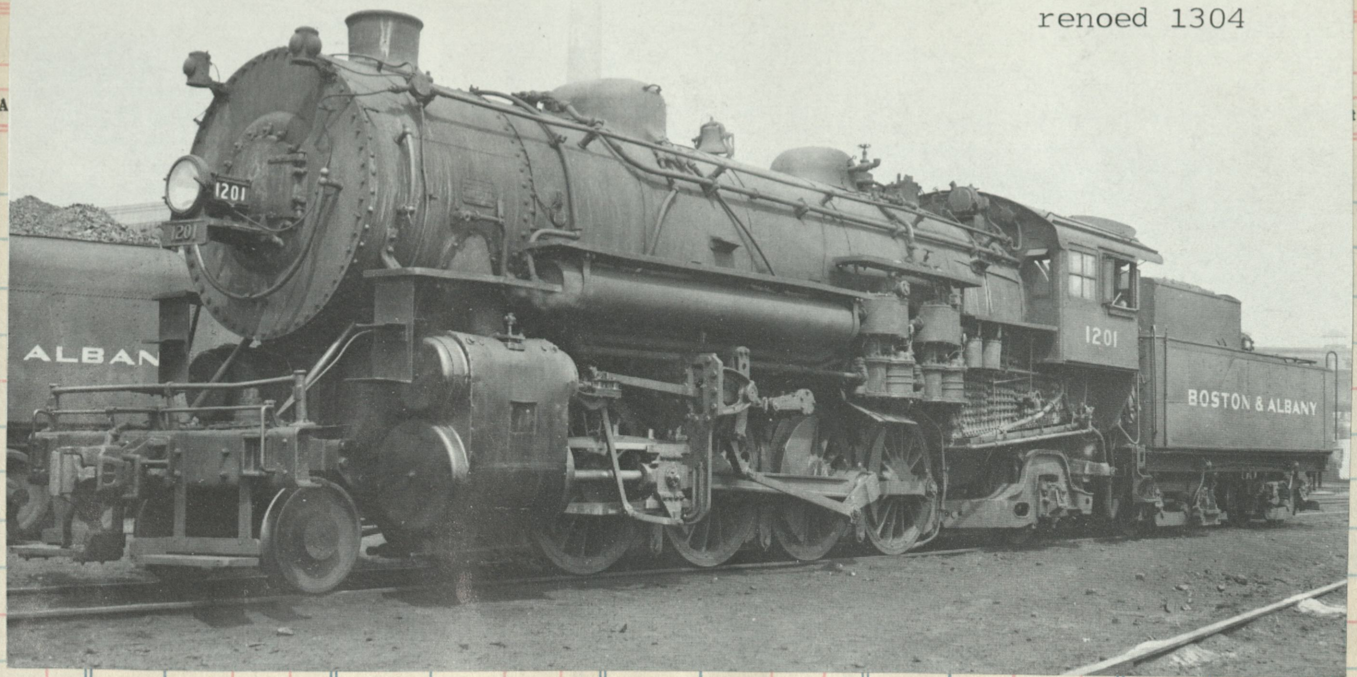


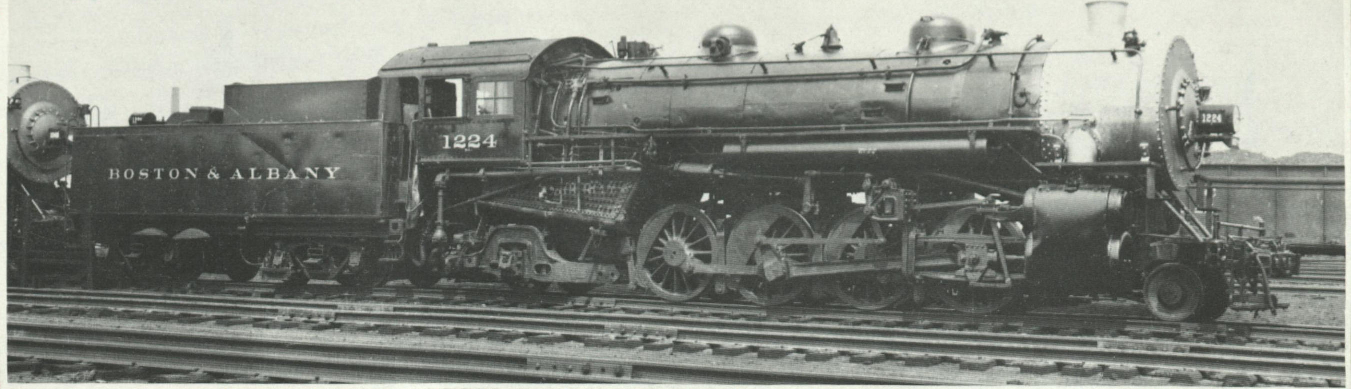
BOSTON & ALBANY RAILROAD'S ENGINE 610 REACHING THE TOP OF GRADE AT CHARLTON, MASS., HAULING THE "CHICAGO SPECIAL"

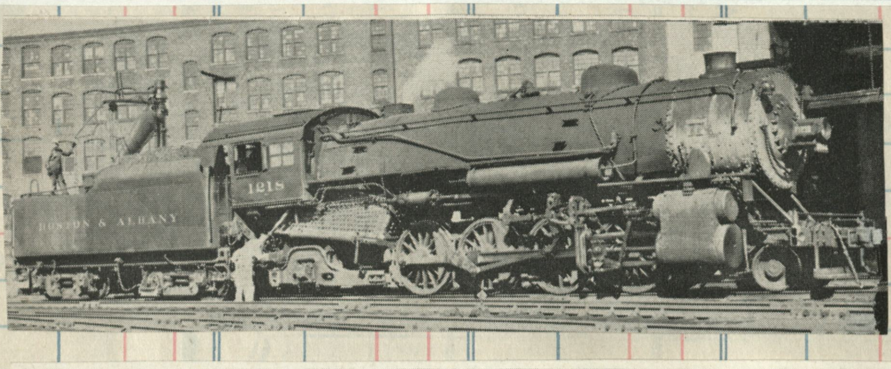


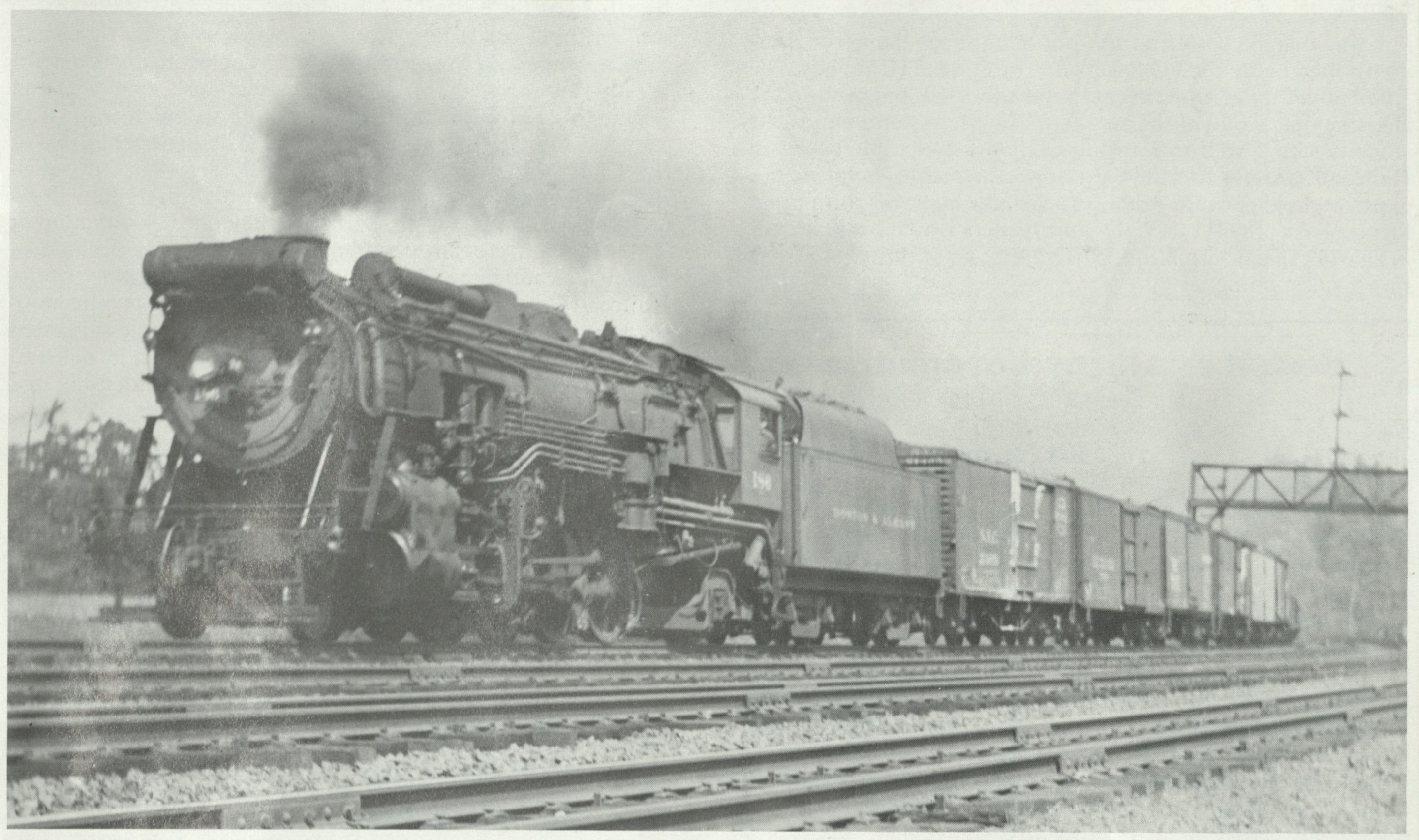
Clos. No. Sold A

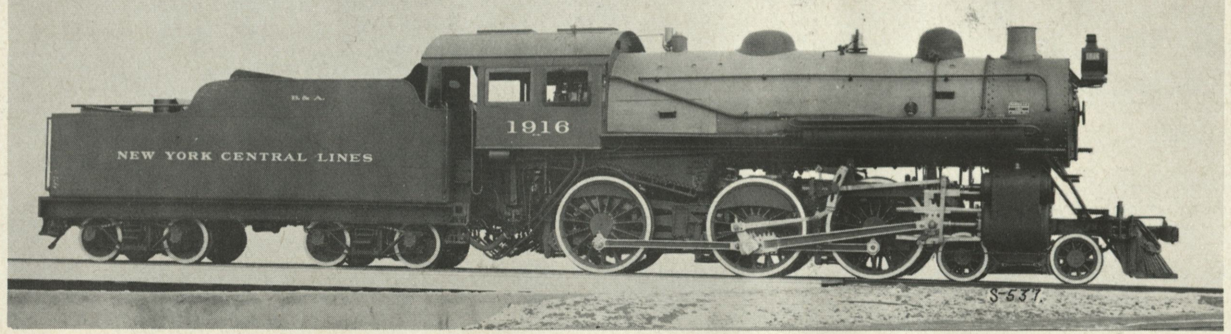
Sold Amount

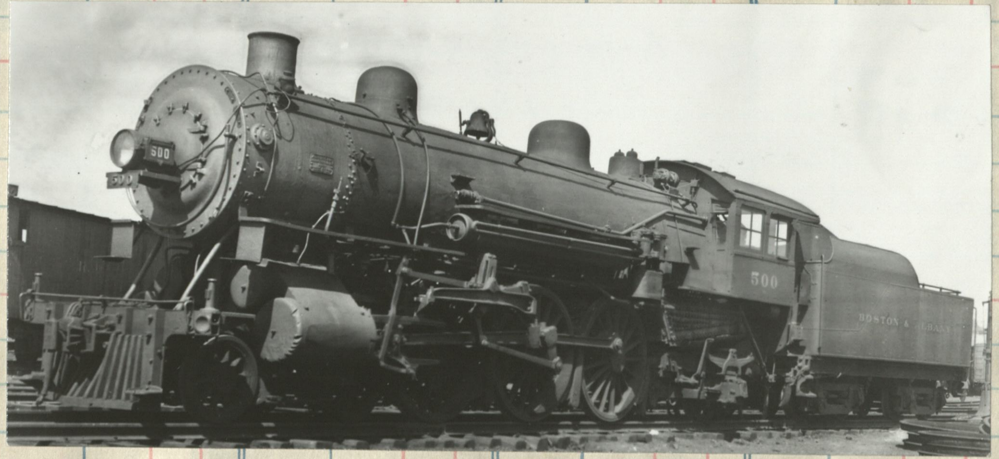

1200-1213 c/n 54275 Schenectady 1913
renoed 1304

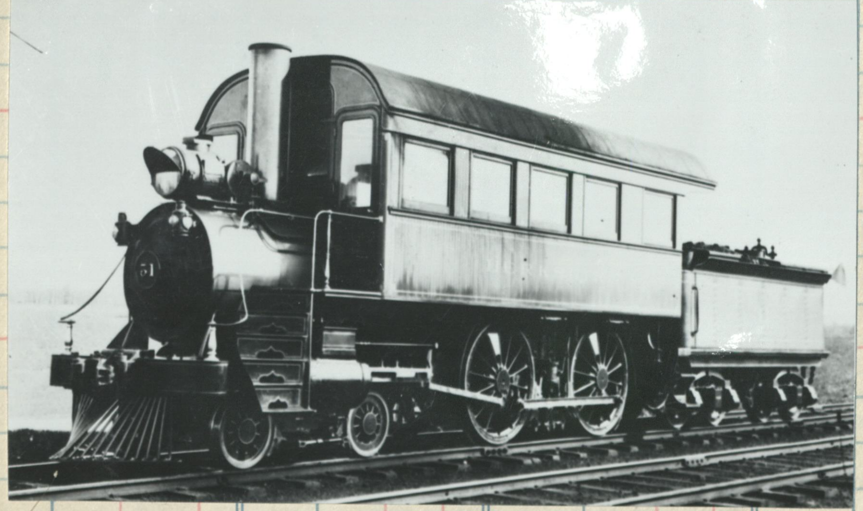

Blt as NYC #3963 by LIMA in 1916 c/n 5254, renoed 1463 in 1936.
To the B&A 1939.

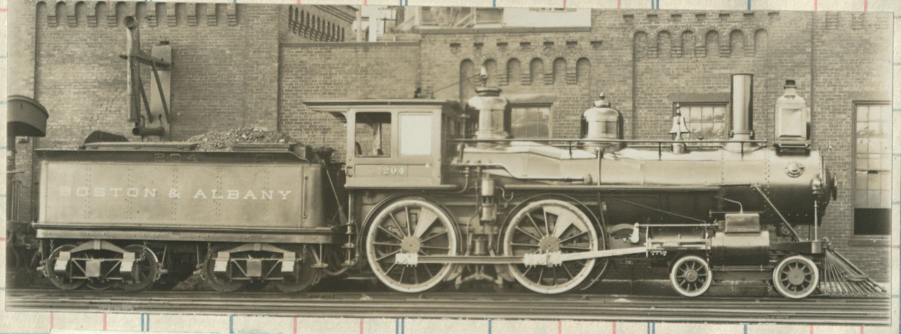

Blt as 2-8-0 #2594 at Schenectady 1905. Renoed 994. Reblt as 2-8-2 in 1915 and noed 1218

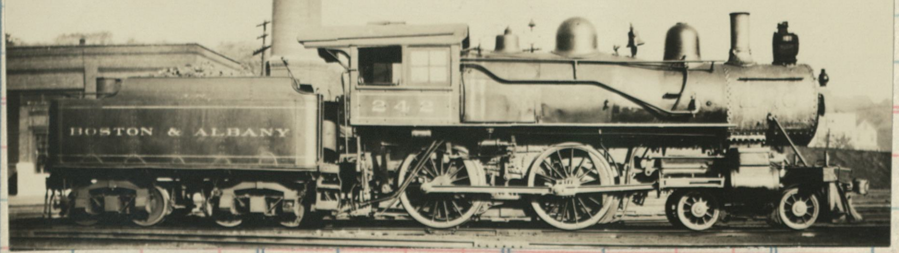

Boston & Albany #186 was one of eight class H10a locomotives assigned briefly to the road prior to the delivery of the class A1 Berkshires. No. 186 was built at Schenectady in February 1923 and ended her days as N.Y.C. #2286.

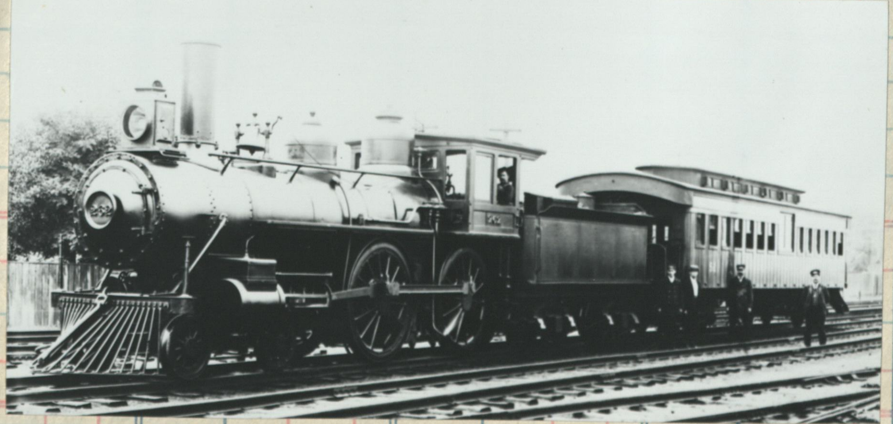

1910-1919 c/n 44882 Schenectady 1907
Renoed 714-723

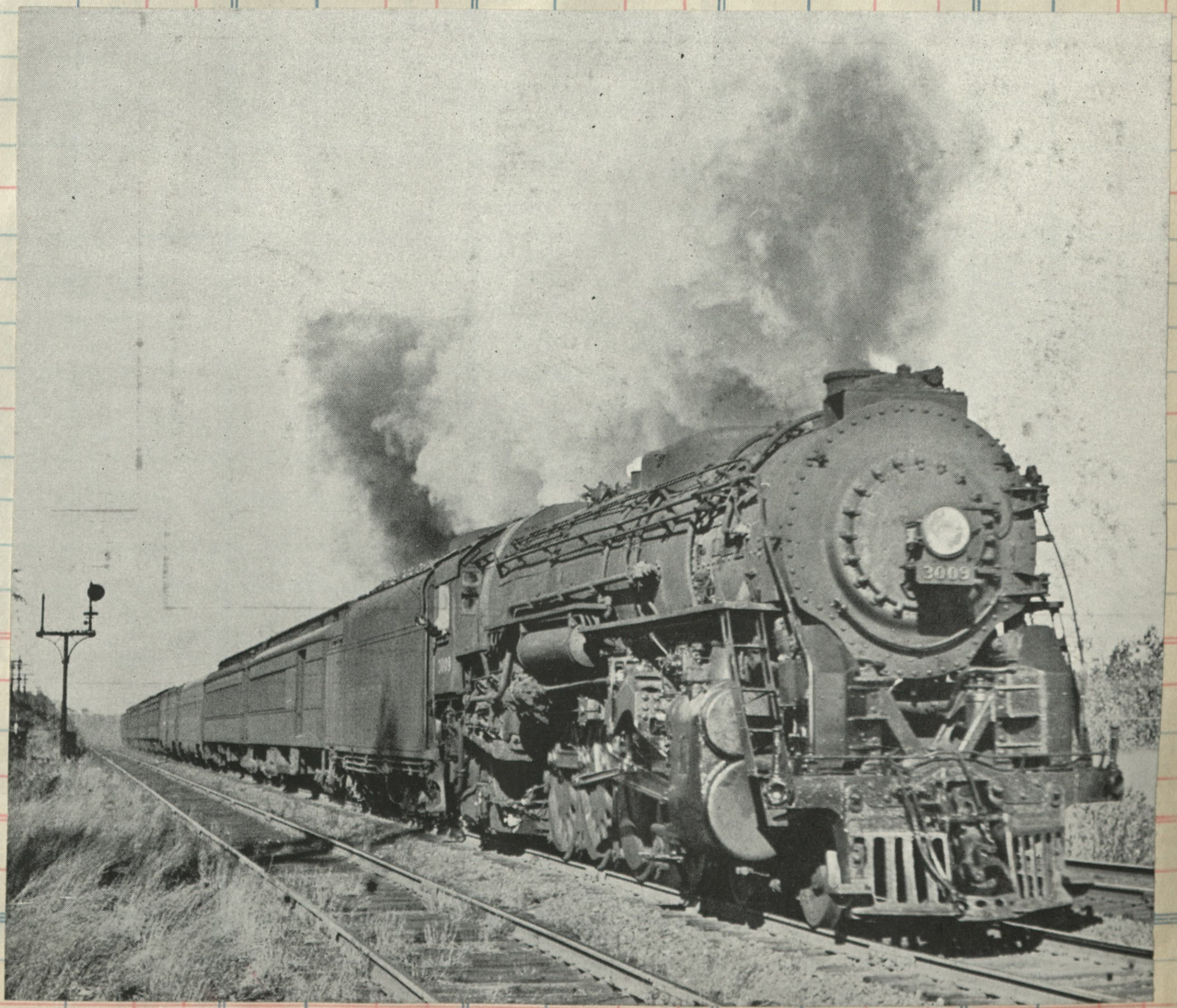

1st #500
class K-1a
Schen 1903
c/n 28960
Org nos
2700
3500

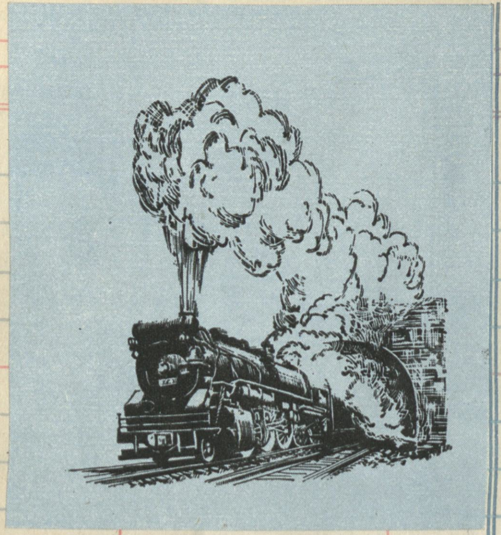

BERKSHIRE


The 204 "Stockbridge" blt by B&A 1872


Blt by Schenectady 1896 c/n 4412
Noed 211, 1151, 242


The most popular train on the road-the paycar! Payday was once a month but it was a continuous job for the paymaster to place hard cash in the hands of every B&A employee. Here the 262 handles the cash box. Blt by B&A 1888 as #110, then 262, last 1196.


An L-3a with Trn #27 near Framingham



Com. No.

No. Sold Amount Clos. No. Sold Amount

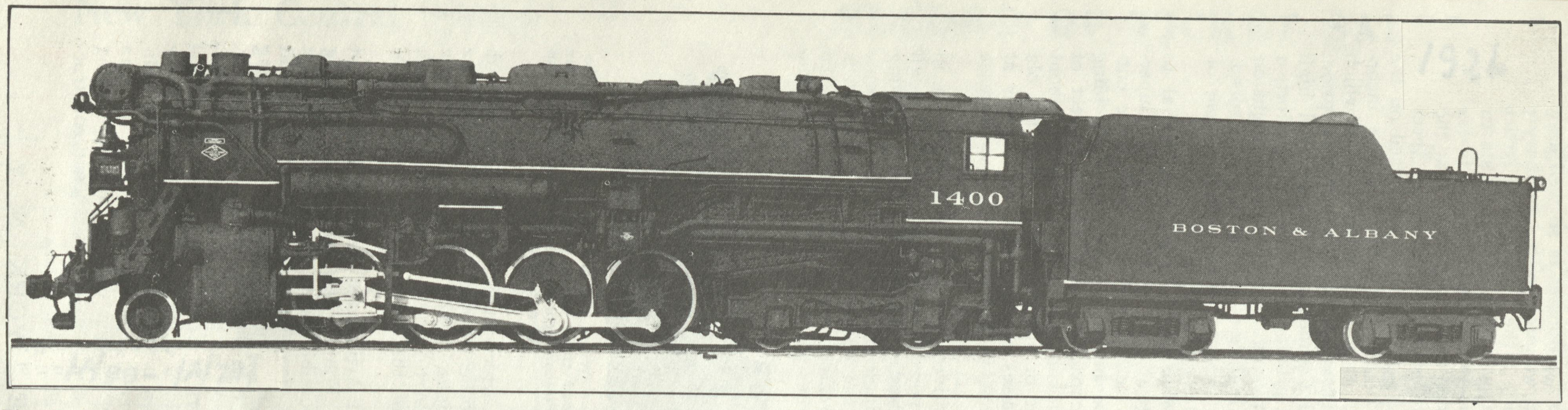


Fig. 86—Boston & Albany 2-8-4 (Berkshire) Type Locomotive for Freight Service, Equipped with Large Boiler, Type E Superheater, Limited Cut-off and Trailer Booster. Built by the Lima Locomotive Works, Inc.

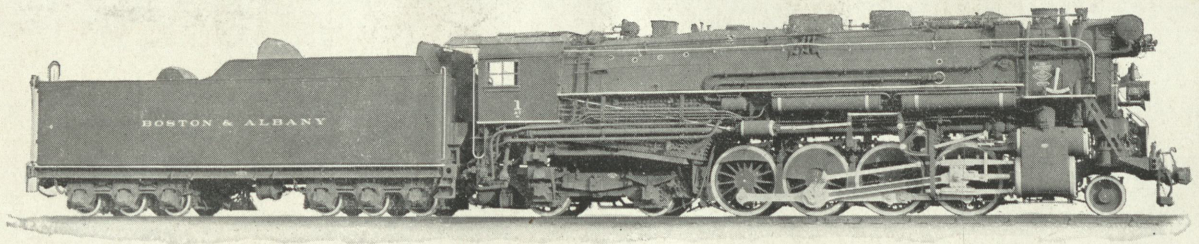
(*See also Fig. 85 and Page 164*)

Cylinders, diameter and stroke	28 in. x 30 in.
Tractive force, engine (60 per cent)	69,400 lb.
Tractive force, booster	12,000 lb.
Cylinder horsepower	3,675 h p.
Drivers, diameter	63 in.
Weight on drivers	249,500 lb.
Weight on front truck	36,000 lb.
Weight on trailing truck	103,500 lb.
Total weight of engine	389,000 lb.
Driving wheel base	16 ft. 6 in.
Total engine wheel base	41 ft. 8 in.
Fuel	Soft coal
Firebox, length and width	150⅛ in. x 96¼ in.
Grate area	100 sq. ft.
Steam pressure	240 lb.
Evaporative heating surface	5,110 sq. ft.
Superheating surface	3,111 sq. ft.
Tender capacity	10,000 gal., 16 tons

RAILWAY REVIEW May 2, 1925

"Super Power"

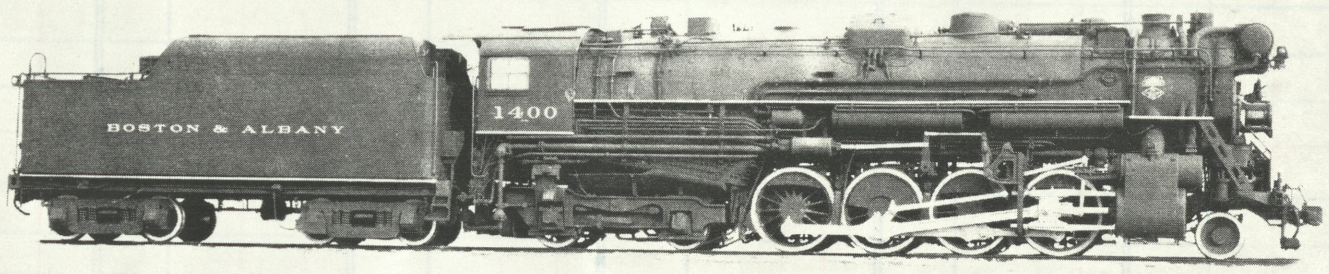
LIMA 2-8-4



Gauge	4 ft. 8½ in.
Cylinders	28 in. x 30 in.
Drivers	63 in. dia.
Boiler	88 in. dia.
Boiler Pressure	240 lbs.
Tractive Power	69,400 lbs. at 60% cut-off
Tractive Power with Booster	82,600 lbs.
Factor of Adhesion	3.58
Fire Box	150⅛ in. long x 96¼ in. wide
Tubes	90—2¼ in. dia. x 20 ft. 0 in. long
Flues	204—3½ in. dia. x 20 ft. 0 in. long

Heating Surface—	Tubes and Flues	4773 sq. ft.
	Fire Box	284 sq. ft.
	Fire Brick Tubes	53 sq. ft.
	Total	5110 sq. ft.
	Superheater	2111 sq. ft.
Grate Area		100 sq. ft.
Wheel Base—	Driving	16 ft. 6 in.
	Engine	41 ft. 8 in.
	Total, Engine and Tender	82 ft. 6 in.
Weights—	Engine Truck	35,500 lbs.
	Drivers	248,200 lbs.
	Trailers	101,300 lbs.
	Total Engine	385,000 lbs.
	Tender Loaded	275,000 lbs.
Fuel—Bituminous Coal		18 tons
Water		15,000 gals.

1400-1424 c/n 6979 LIMA 1926



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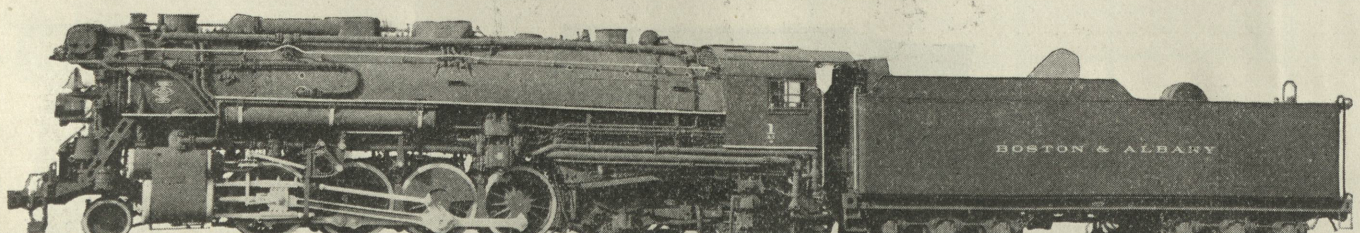
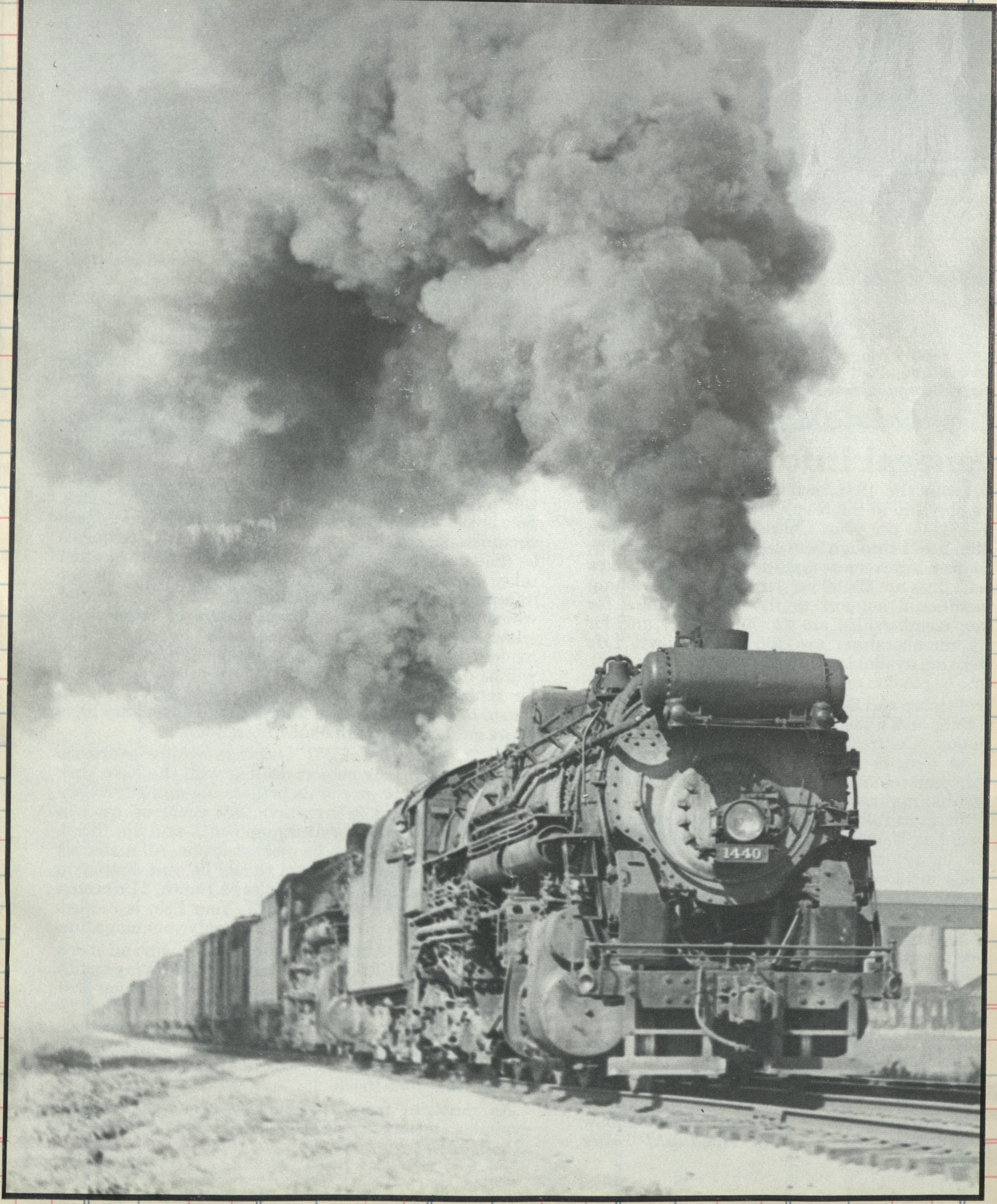
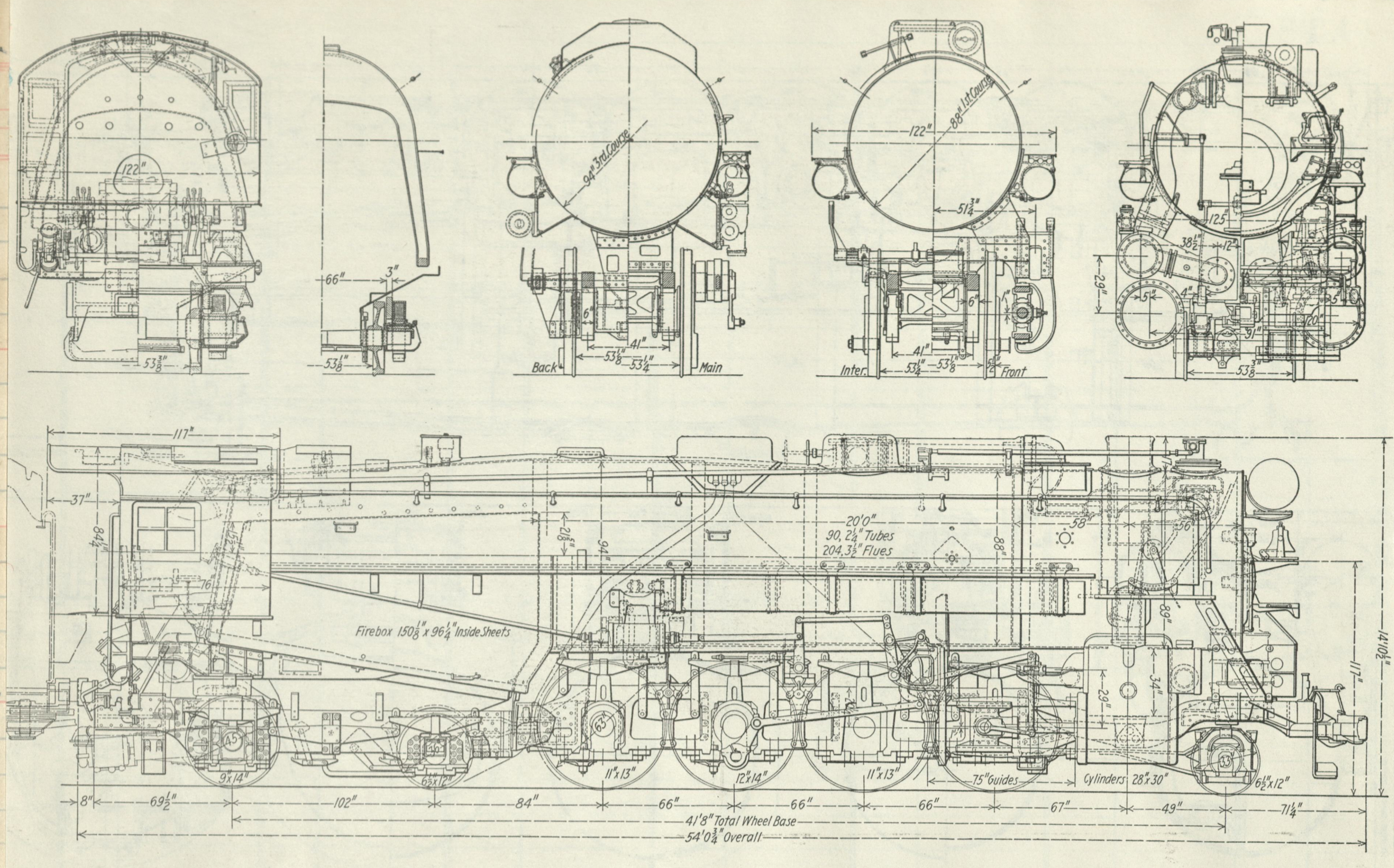
14 RAILWAY REVIEW October 3, 1925



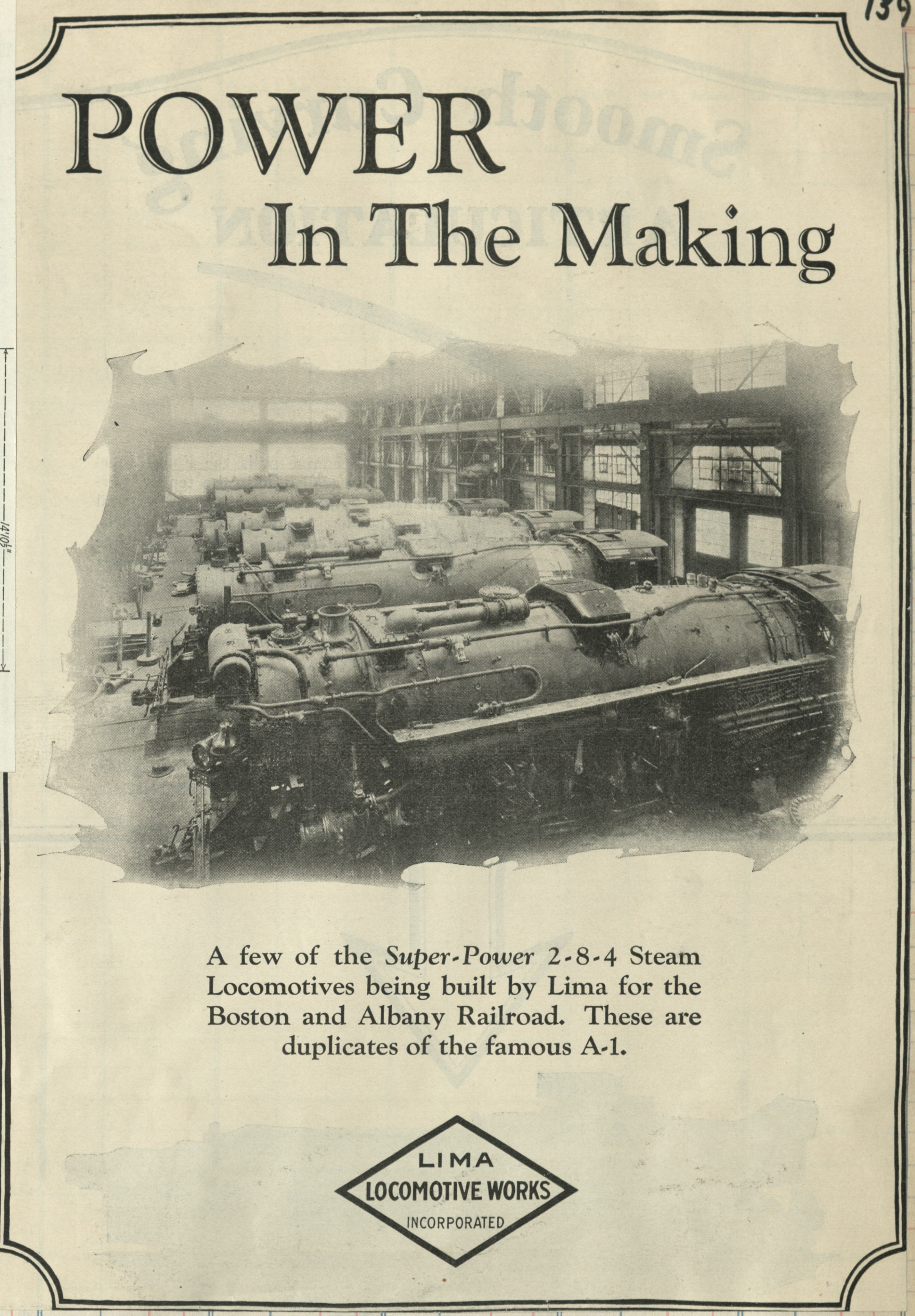
W. E. Woodard's masterpiece and introduction of "Super Power" to the American railroads. This initial 2-8-4 [c/n 6883] was put thru exhaustive tests on the B.& A. March and April 1925 and proved to be a most outstanding improvement in locomotive construction. After a demonstration period on various other roads she was sold to the Illinois Central #7050, later #8049.



Double shotted out of Selkirk


122"
53⅜"
66"
3"
41"
Back
Main
Inter
Front
125
117"
37"
20'0"
90, 2¼" Tubes
204, 3½" Flues
Firebox 150⅛" x 96¼" Inside Sheets
9"x14"
11"x13"
12"x14"
75" Guides
Cylinders 28"x30"
6½"x12"
8"
69½"
102"
84"
66"
66"
66"
67"
49"
71¼"
41'8" Total Wheel Base
54'0⅜" Overall

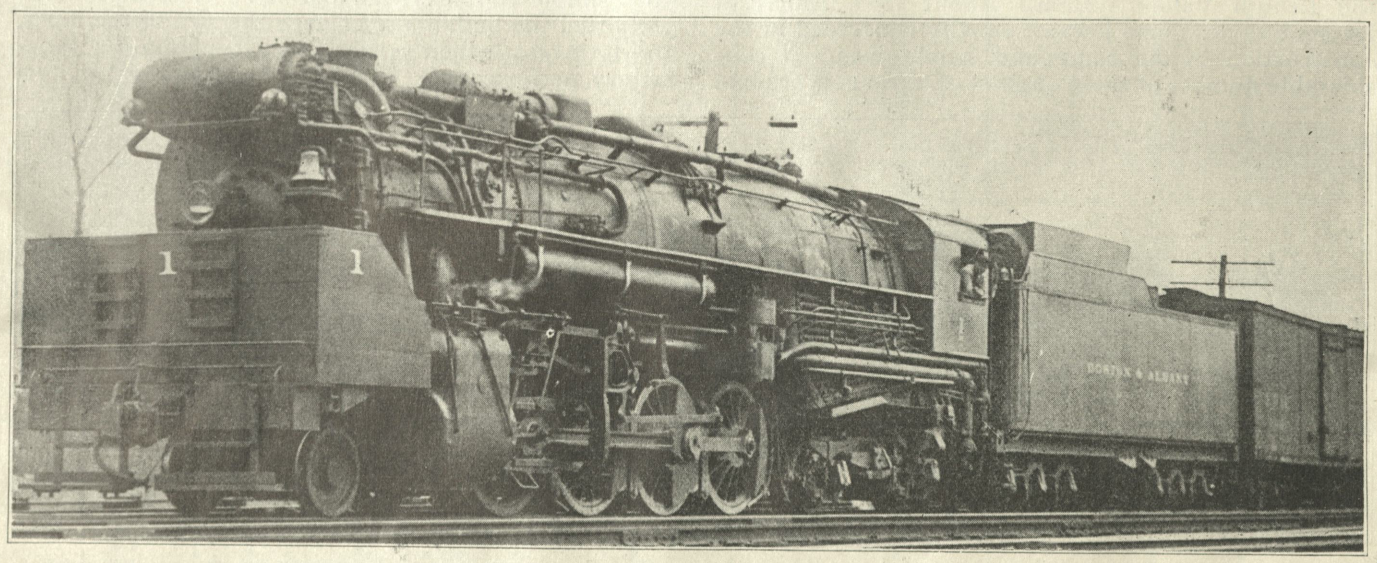
Boston & Albany freight locomotive No. 1400, equipped with limited cut-off and trailer booster, built by the Lima Locomotive Works in 1926.



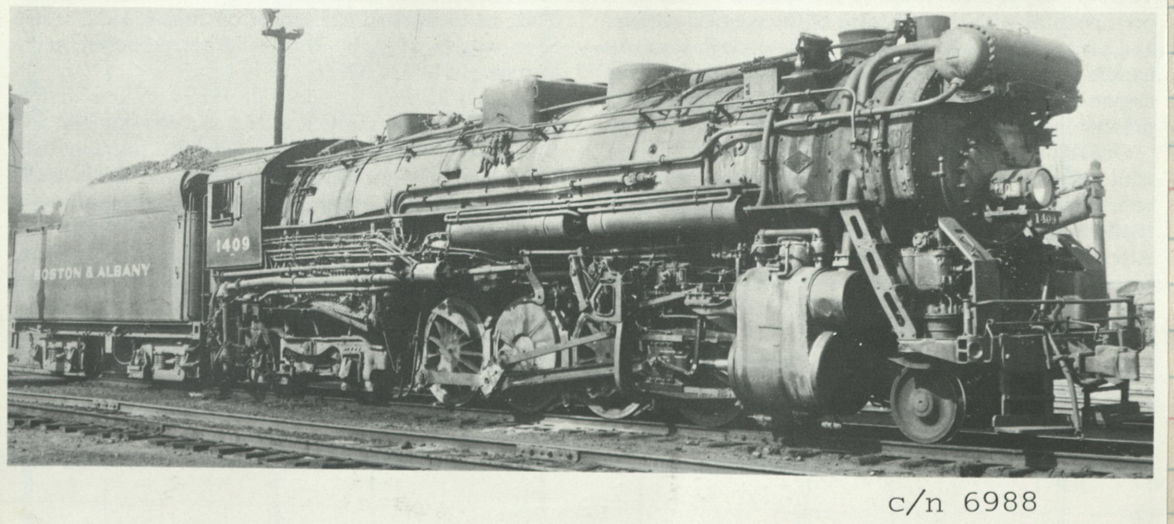
POWER
In The Making

A few of the *Super-Power* 2-8-4 Steam Locomotives being built by Lima for the Boston and Albany Railroad. These are duplicates of the famous A-1.

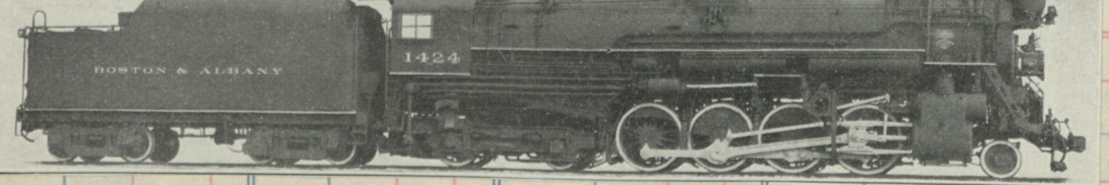
LIMA
LOCOMOTIVE WORKS
INCORPORATED

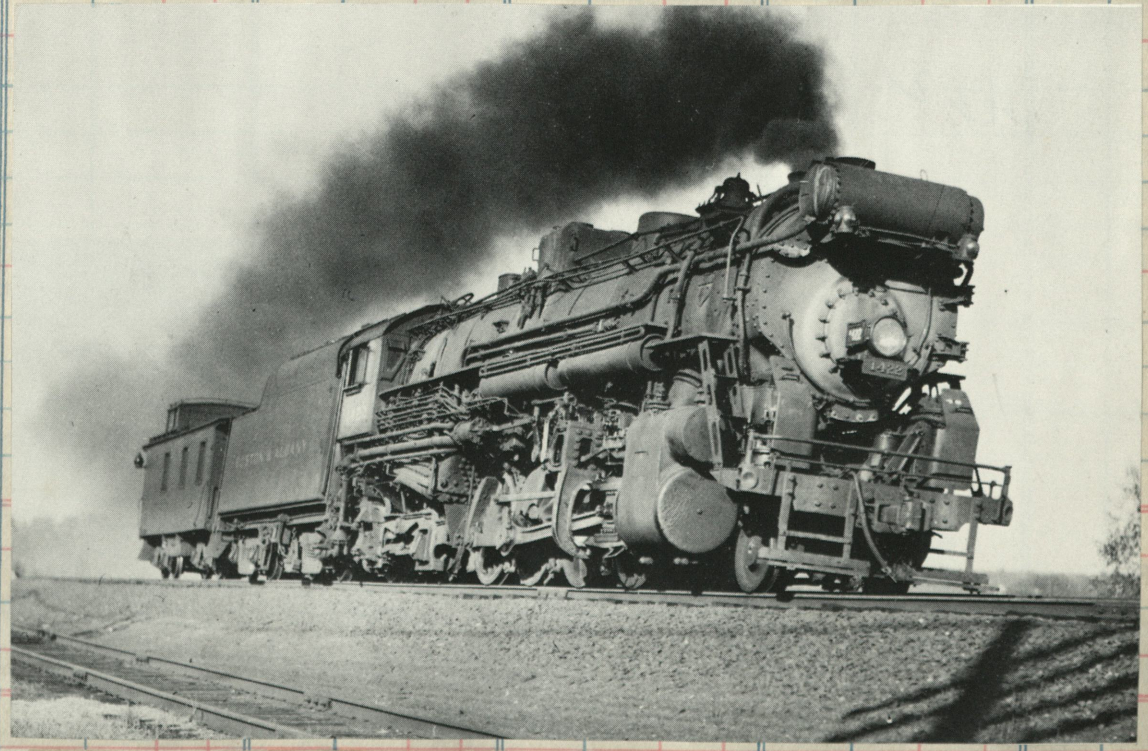

1
1
BOSTON & ALBANY

Lima (2-8-4) Type Locomotive Constructed by the Lima Locomotive Works, Inc. The Latest Development in Simple Locomotives.

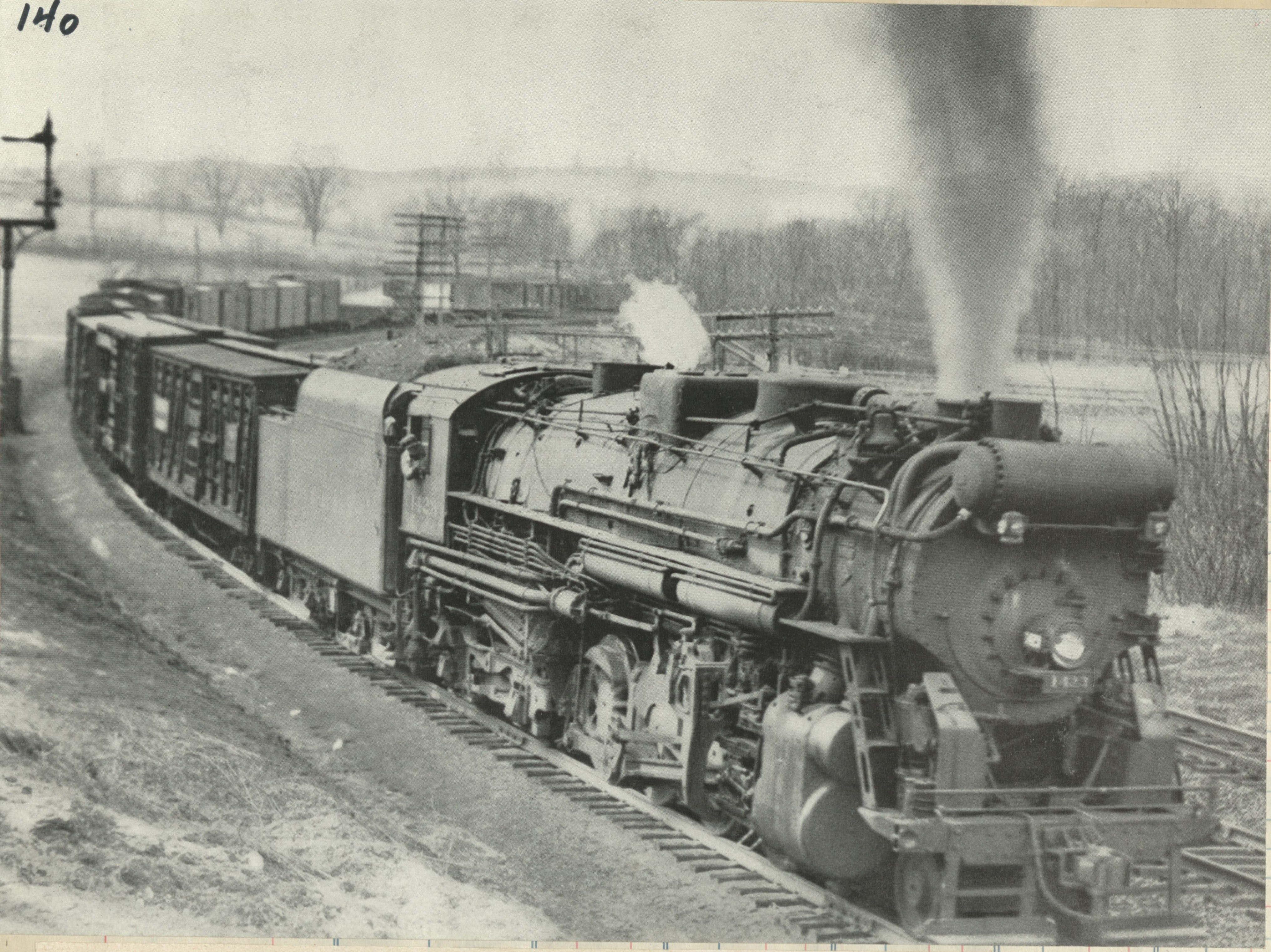

BOSTON & ALBANY
1409

c/n 6988


BOSTON & ALBANY
1424



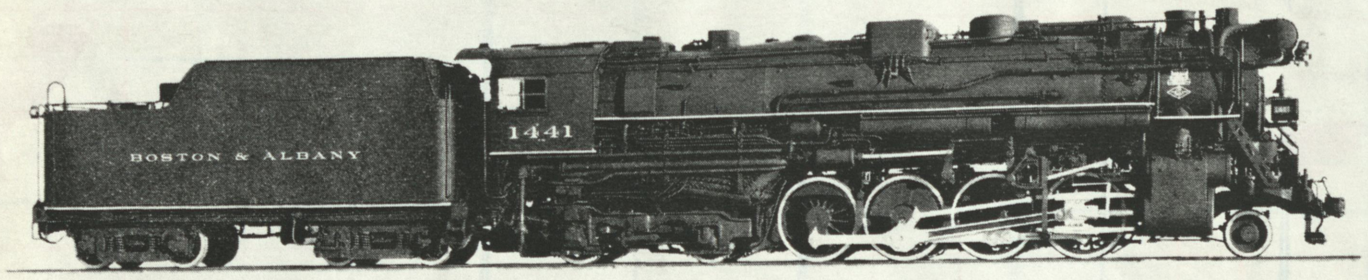
The 1422 is in a hurry! It could be to get "home" and tieup before being outlawed.



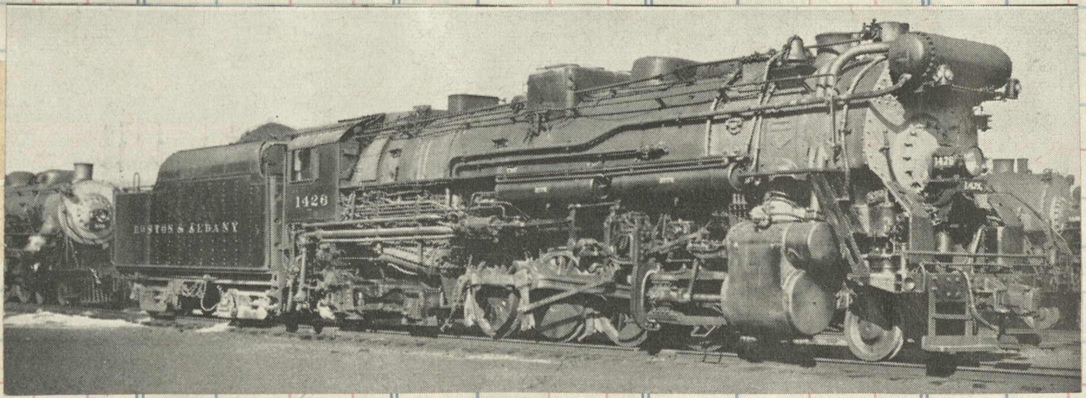
The 1423 has all the tonnage she can handle as she drags Trn XB-2 [120 cars] thru Englishman's Curve near East Chatham

Storming along west of Pittsfield

Pounding away from Beacon Park


BOSTON & ALBANY
1441

1425-1444 c/n 7208 LIMA 1927

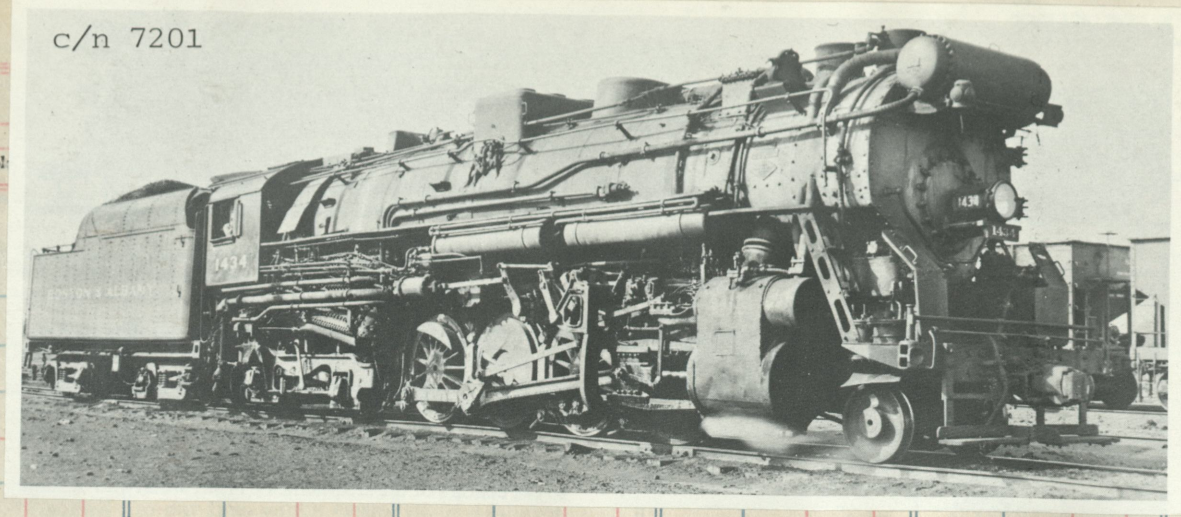

BOSTON & ALBANY
1426

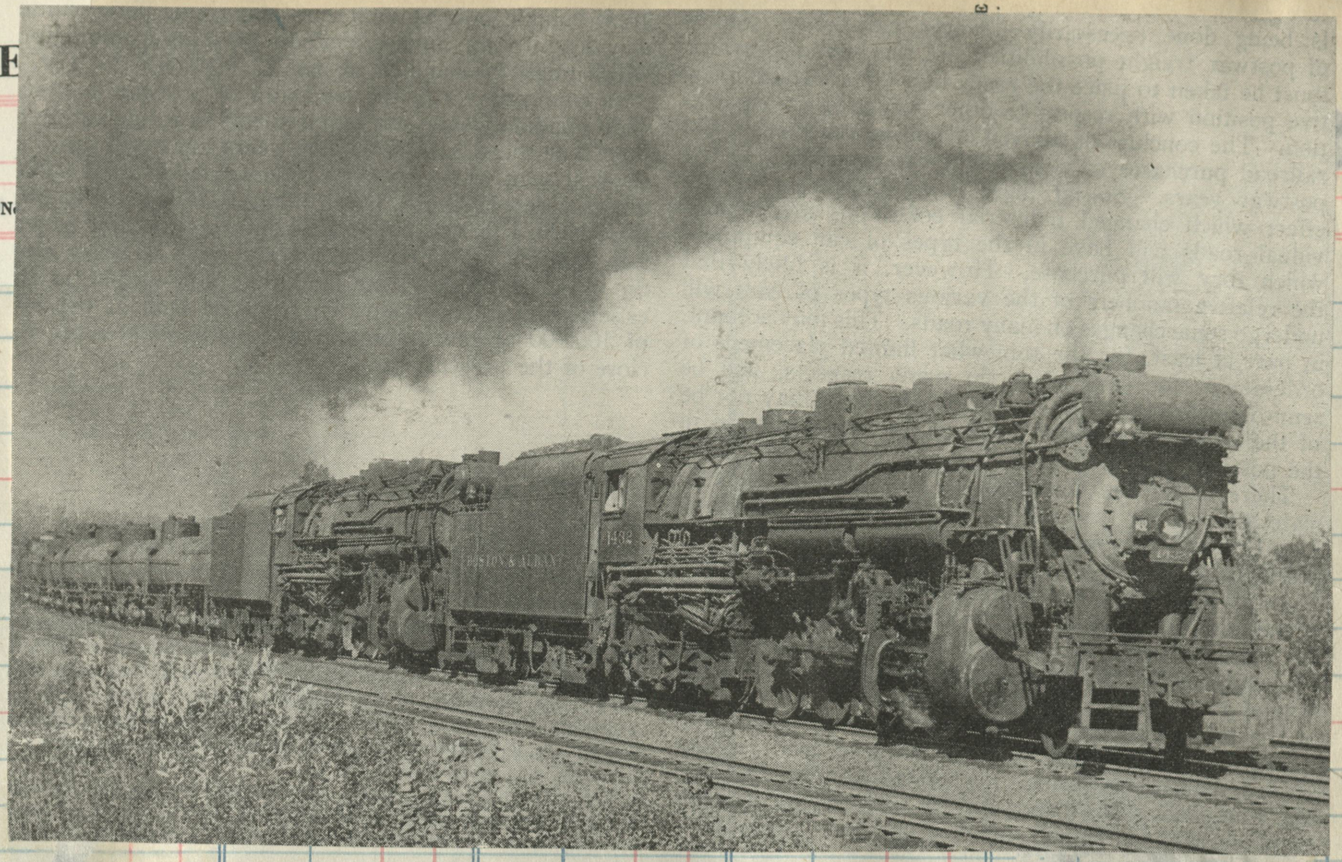
slowed

BOSTON & ALBANY

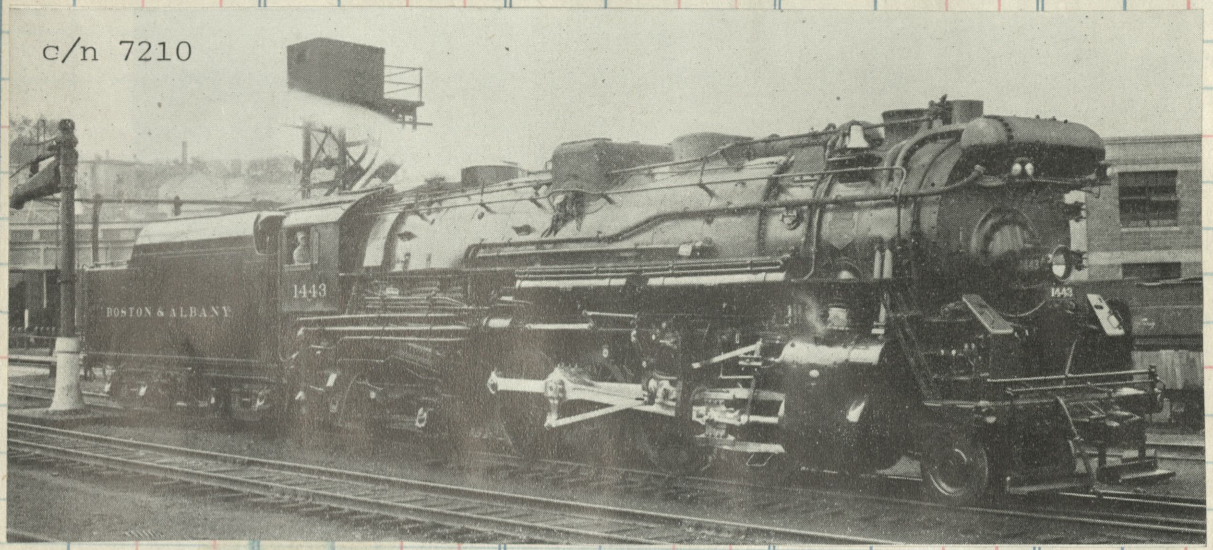
Clos. No. Sold Amount Clos. No. Sold Amount

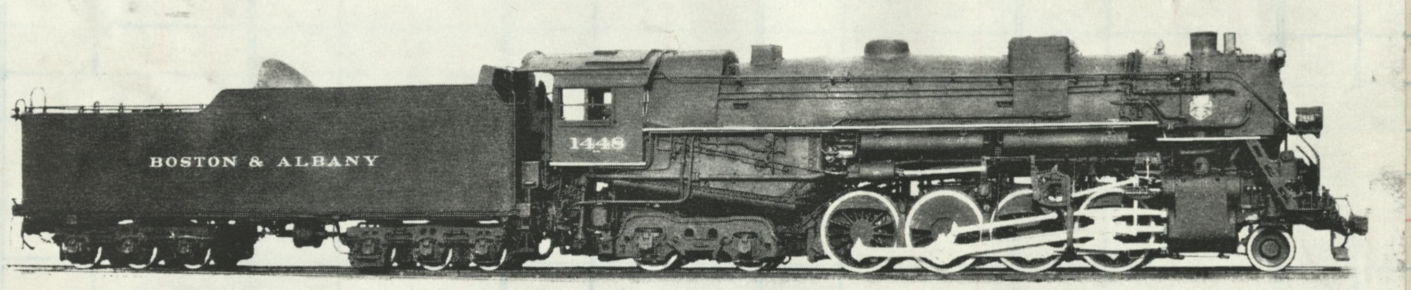
c/n 7201



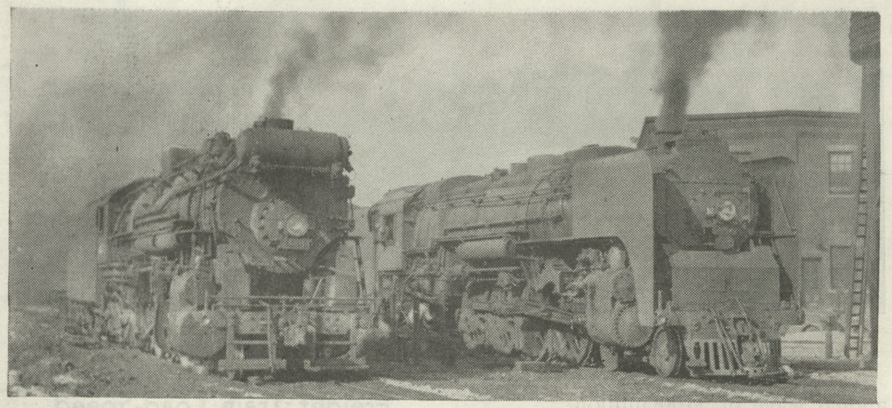


c/n 7210





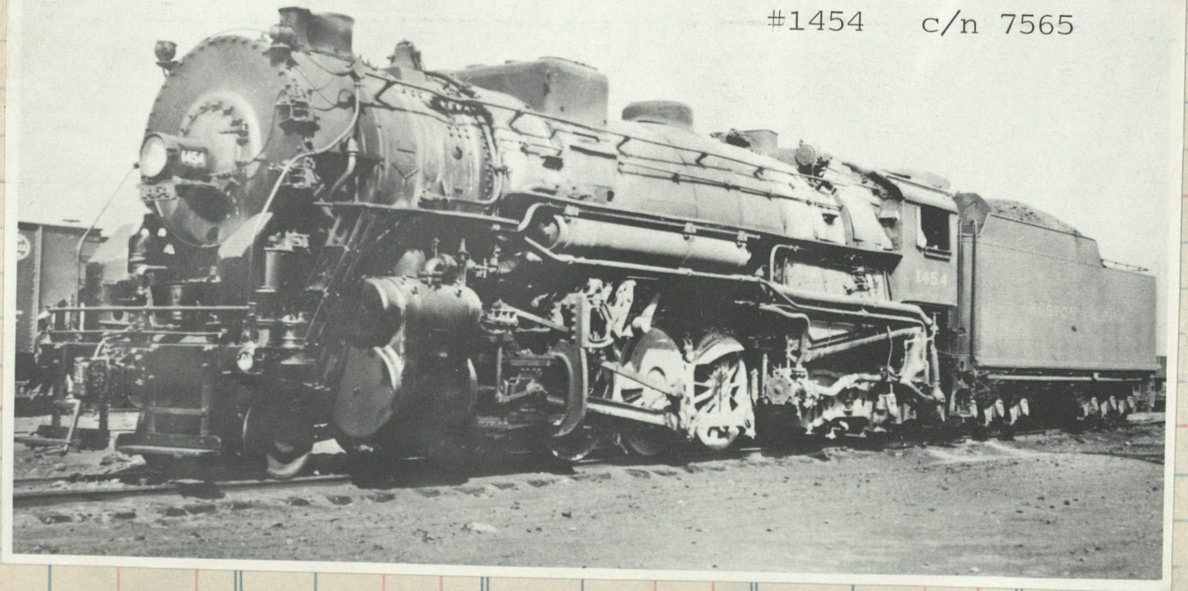
1445-1454 c/n 7559 LIMA 1930



Rail Photo Service

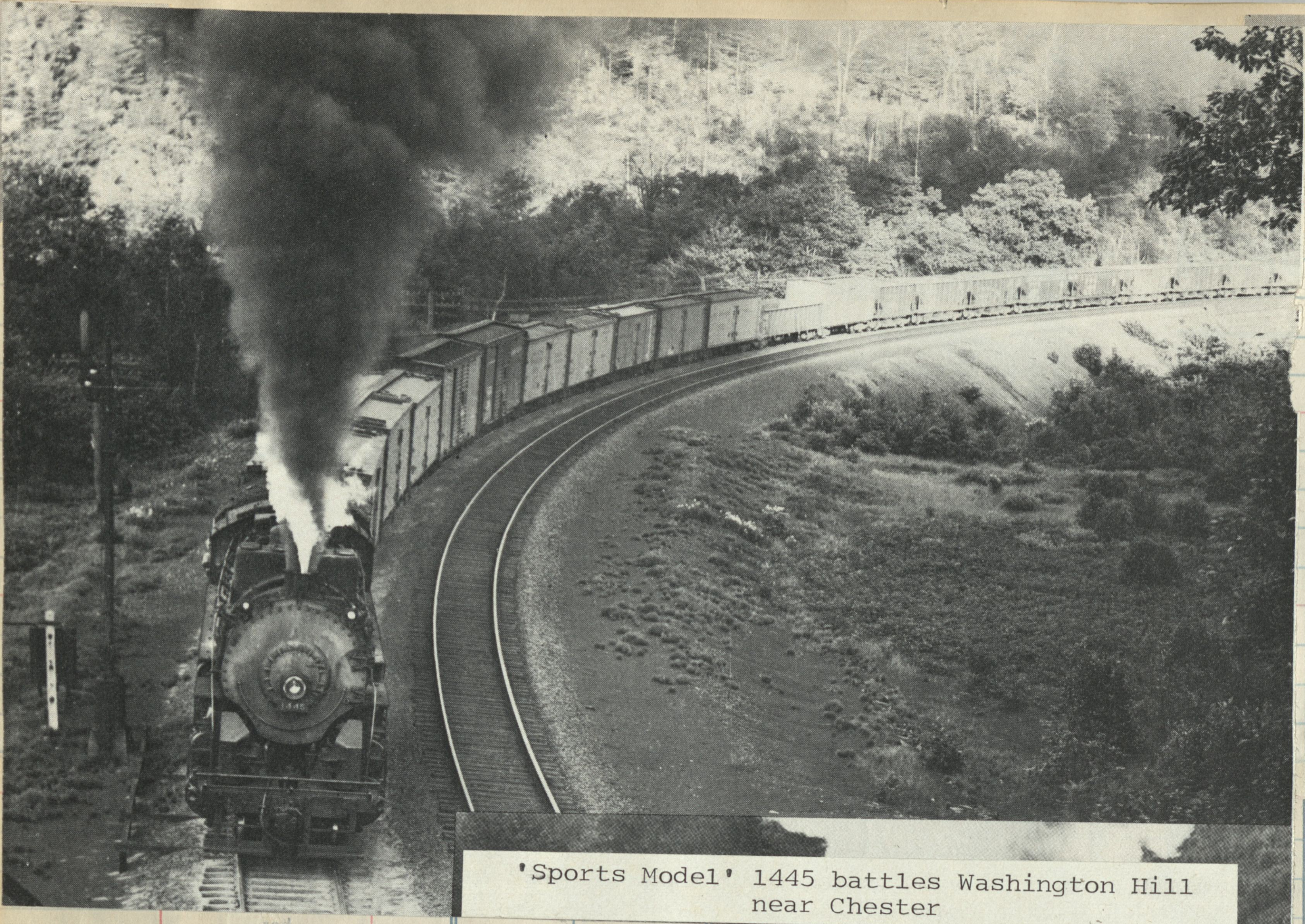
BOSTON & ALBANY ENGINE 1434 AND NEW YORK CENTRAL ENGINE 3147
These engines were photographed at the ash pit in the Boston yards. Engine 3147 was just in from a Cleveland run.

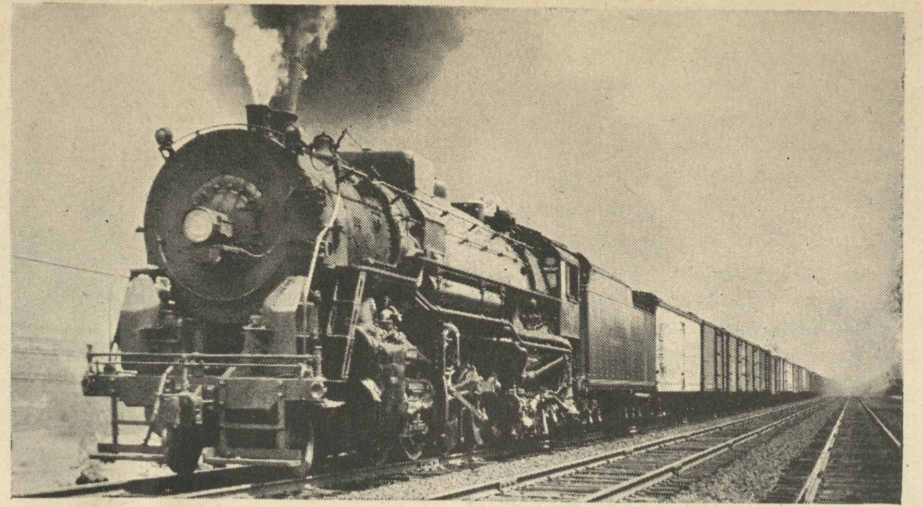
#1454 c/n 7565



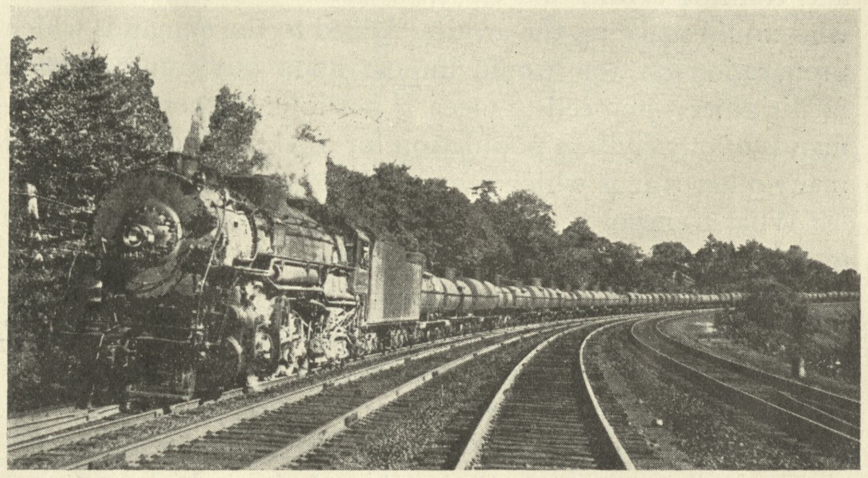
The 1451 hard at work near Cordaville

Clos. No. Sold Amount Clos. No. Sold Amount

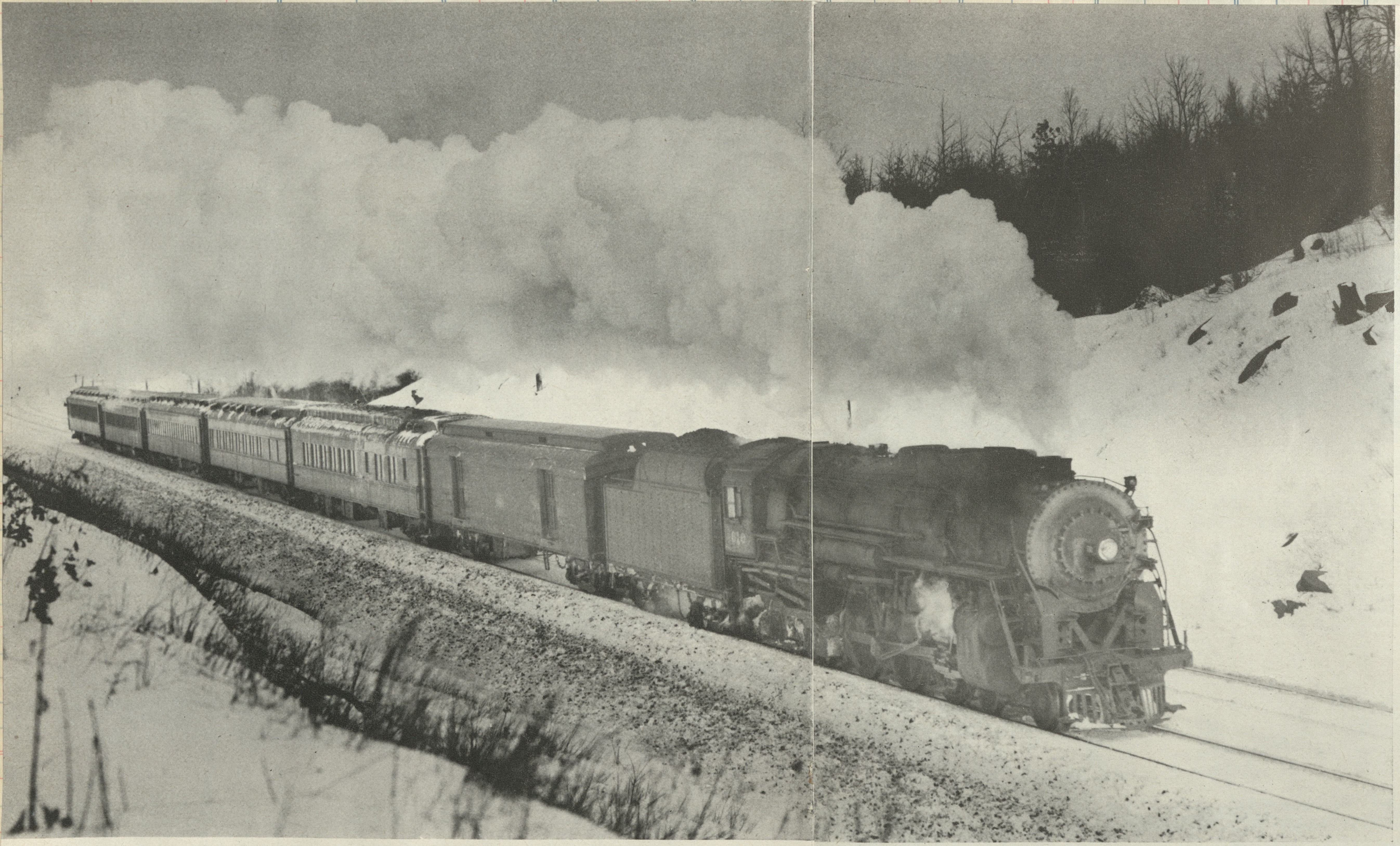

'Sports Model' 1445 battles Washington Hill
near Chester


Allston Railroad Photographs

BOSTON & ALBANY RAILROAD'S ENGINE 1451 PULLING FAST FREIGHT



[illegible]


H. F. Harvey.

SMALL tanks and big squared sandboxes marked reign of the only Hudsons Lima ever contributed to the Central system: 600-series 4-6-4's on ruggedly profiled Boston & Albany. The New York Express trails the 610 on a wintry day at Rochdale, Mass.

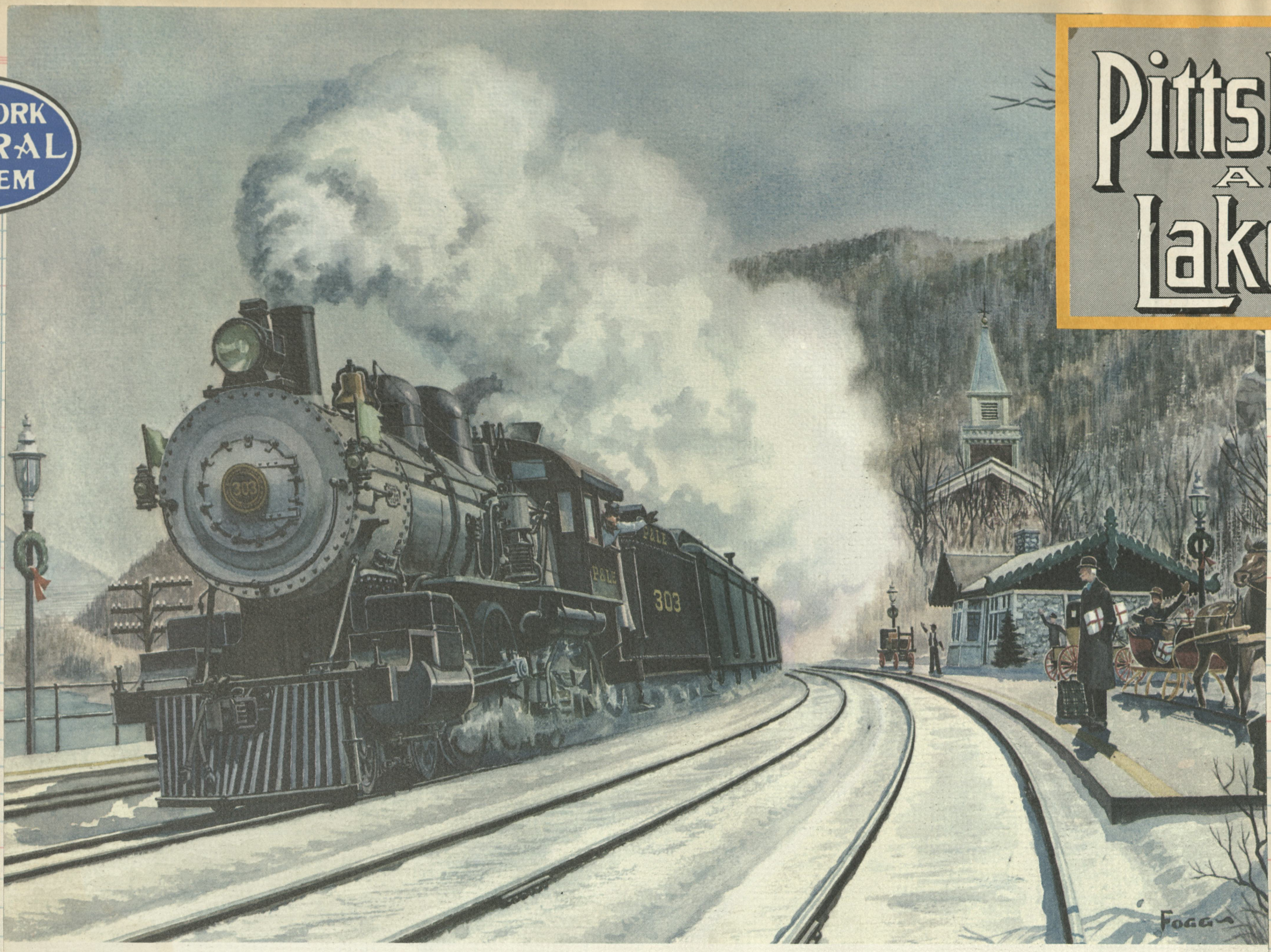
Square sandboxes came in handy

Clos. No. Sold

NEW YORK CENTRAL SYSTEM

Pittsburgh AND Lake Erie

Clos. No. Sold Amount

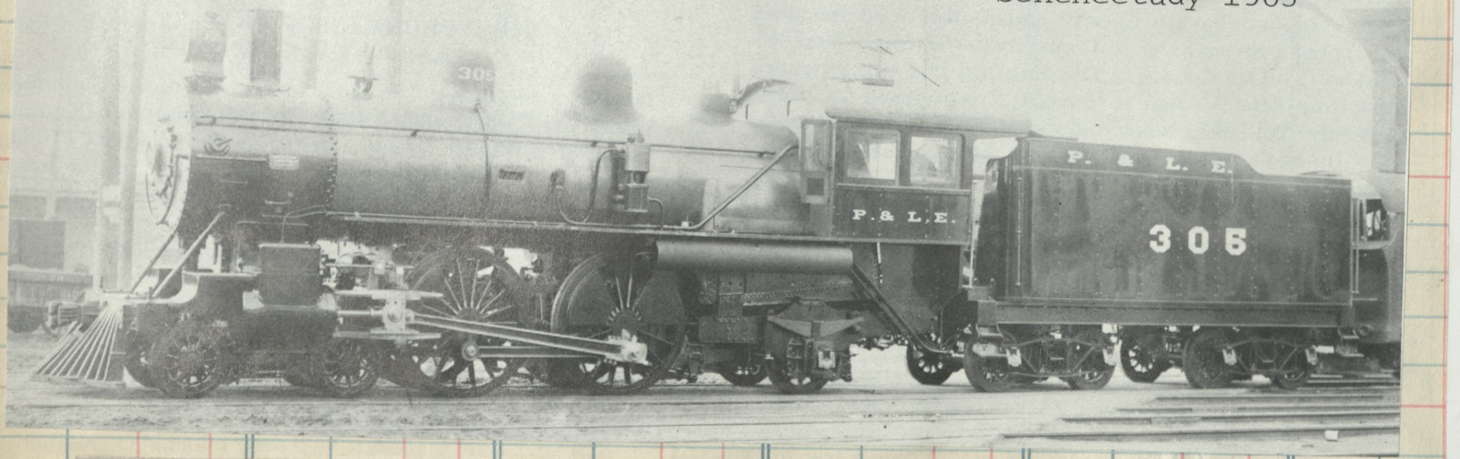

303
P&LE
303
FOGG

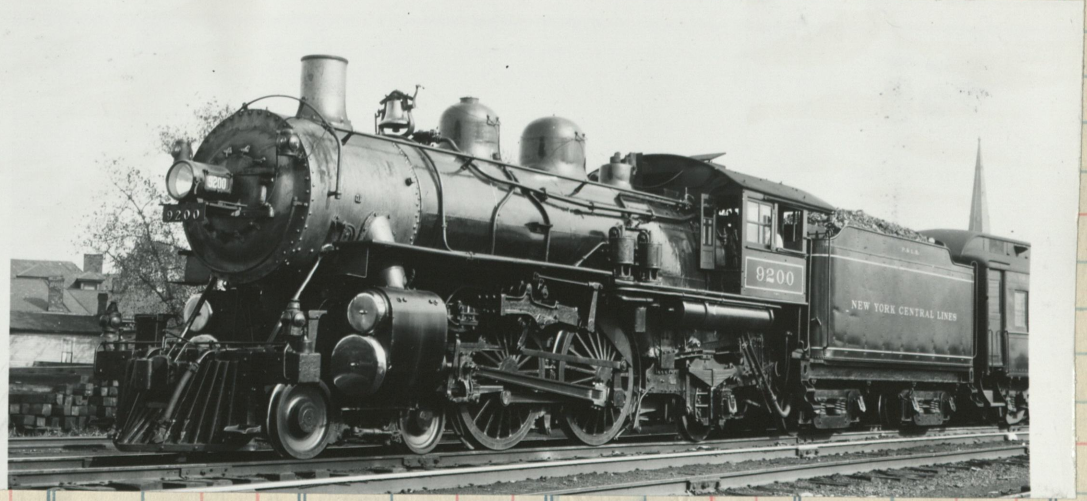
NEW YORK CENTRAL SYSTEM *Christmas Mail, 1907, Stoops Ferry, Pa.*

THE PITTSBURGH AND LAKE ERIE RAILROAD COMPANY

1st 43

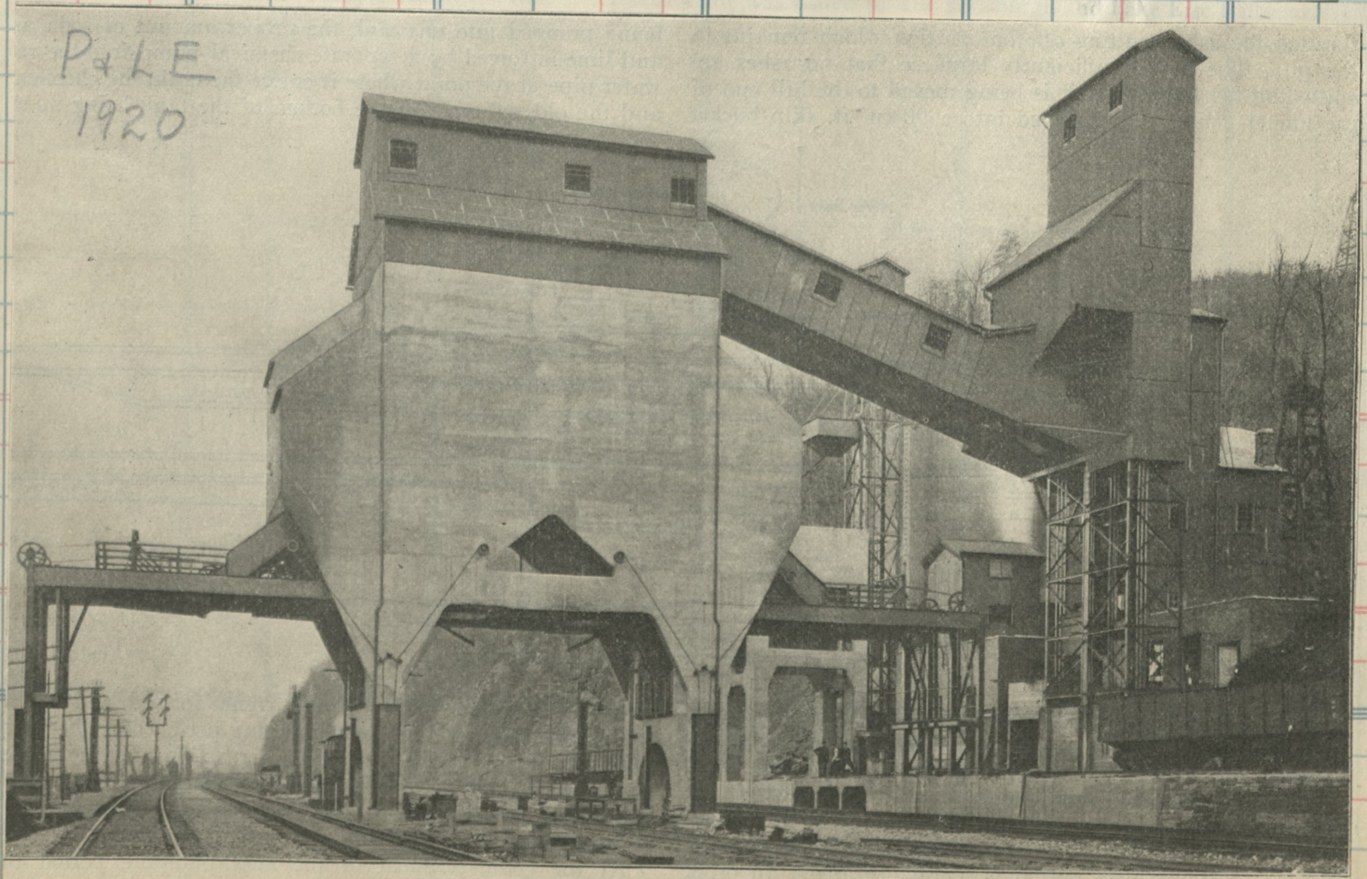
301-305 c/n 26341 Schenectady 1903



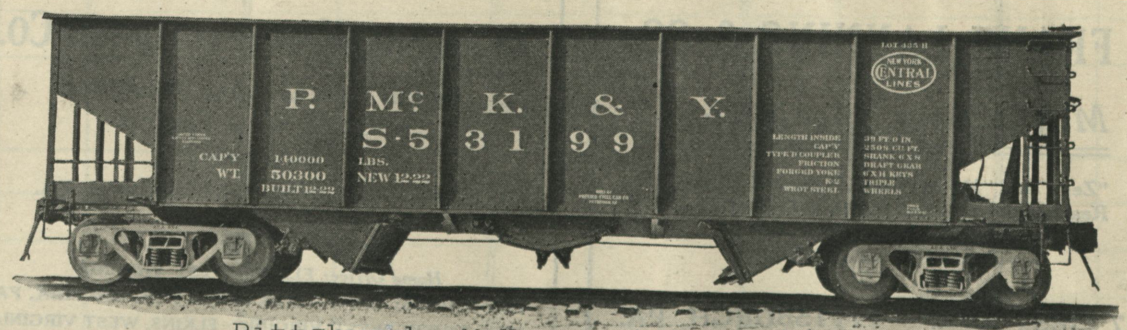

0200
NEW YORK CENTRAL LINES

Twenty six years old and just as spry as ever. Former #301 in 1929.

P&LE
1920



The Completed Brightwood Plant Pa.


P. McK. & Y.
S-5 31 99
CAP'Y 140000 LBS.
WT. 50300 NEW 12-22
BUILT 12-22
NEW YORK CENTRAL LINES

Pittsburgh, McKeesport & Youghiogheny

DESIGNERS AND BUILDERS OF

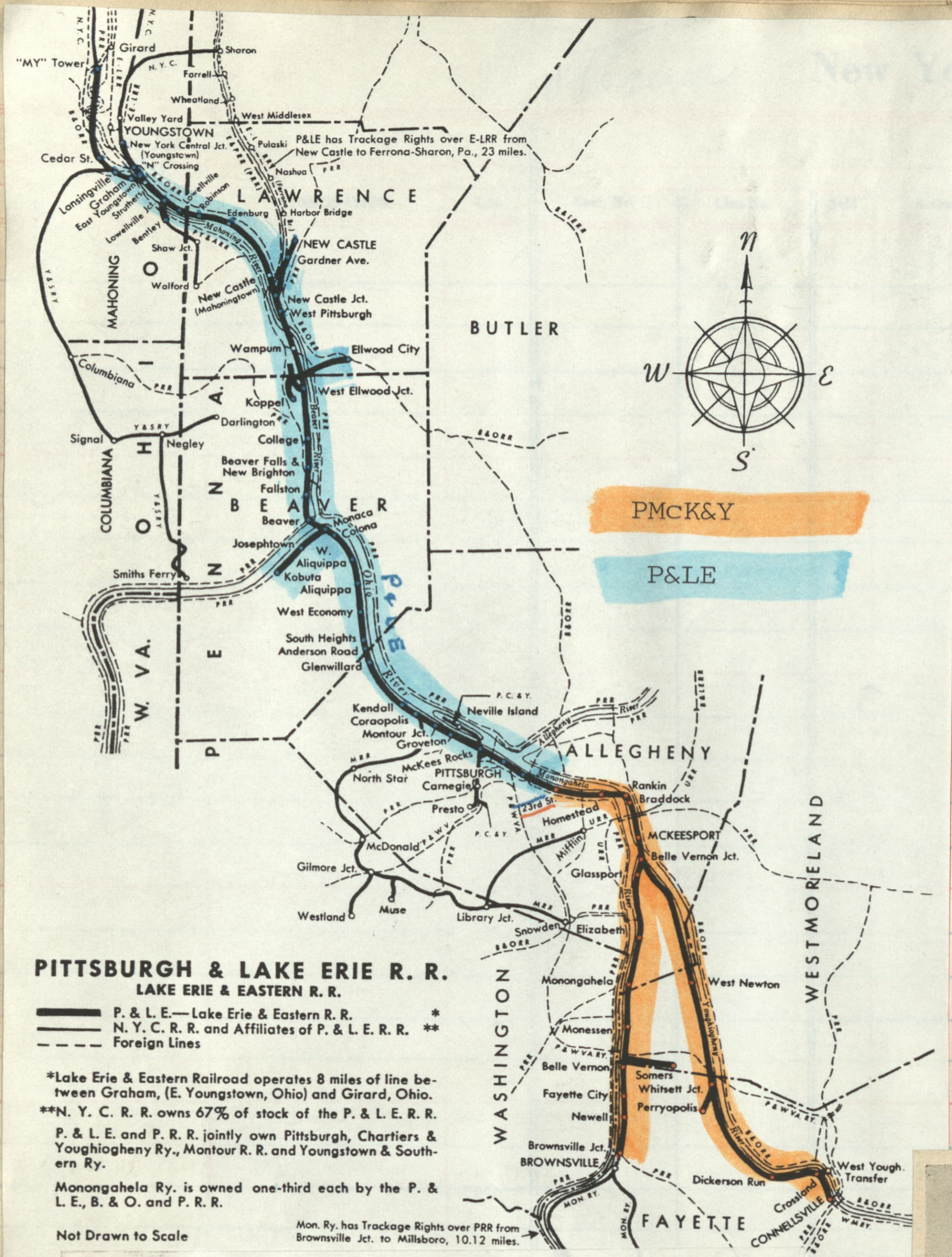
RAILWAY CARS OF ALL TYPES

Complete Facilities for Repairing and Rebuilding Cars

PLANTS: McKEES ROCKS, PITTSBURGH (NORTH SIDE) AND KOPPEL, PA., AND HEGEWISCH, CHICAGO, ILL.

PRESSED STEEL CAR CO.

New York Pittsburgh Chicago St. Paul


"MY" Tower
Girard
Sharon
Farrell
Wheatland
West Middlesex
Valley Yard
YOUNGSTOWN
New York Central Jct. (Youngstown)
"N" Crossing
Cedar St.
Pulaski
Nashua
P&LE has Trackage Rights over E-LRR from New Castle to Ferrona-Sharon, Pa., 23 miles.
Lansingville
Graham
East Youngstown
Struthers
Lowellville Jct.
Lowellville
Robinson
Bentley
Edenburg
Harbor Bridge
LAWRENCE
Shaw Jct.
NEW CASTLE
Gardner Ave.
Walford
New Castle (Mahoningtown)
New Castle Jct.
West Pittsburgh
MAHONING
BUTLER
n
W
E
S
Wampum
Ellwood City
Columbiana
West Ellwood Jct.
Koppel
Darlington
Signal
Negley
College
Beaver Falls & New Brighton
Fallston
COLUMBIANA
BEAVER
Beaver
Monaca
Colona
PMcK&Y
P&LE
Josephtown
W. Aliquippa
Kobuta
Aliquippa
Smiths Ferry
West Economy
South Heights
Anderson Road
Glenwillard
W. VA.
OHIO
PENNA.
Kendall
Coraopolis
Montour Jct.
Groveton
Neville Island
ALLEGHENY
North Star
McKees Rocks
PITTSBURGH
Carnegie
23rd St.
Rankin
Braddock
Presto
Homestead
MCKEESPORT
McDonald
Mifflin
Belle Vernon Jct.
Gilmore Jct.
Glassport
Westland
Muse
Library Jct.
Snowden
Elizabeth
WESTMORELAND
WASHINGTON
Monongahela
West Newton
Monessen
Belle Vernon
Somers
Whitsett Jct.
Fayette City
Perryopolis
Newell
Brownsville Jct.
BROWNSVILLE
Dickerson Run
West Yough. Transfer
Crossland
CONNELLSVILLE
FAYETTE
Mon. Ry. has Trackage Rights over PRR from Brownsville Jct. to Millsboro, 10.12 miles.

PITTSBURGH & LAKE ERIE R. R.

LAKE ERIE & EASTERN R. R.

- P. & L. E.—Lake Erie & Eastern R. R. *
- N. Y. C. R. R. and Affiliates of P. & L. E. R. R. **
- Foreign Lines

*Lake Erie & Eastern Railroad operates 8 miles of line between Graham, (E. Youngstown, Ohio) and Girard, Ohio.

**N. Y. C. R. R. owns 67% of stock of the P. & L. E. R. R.

P. & L. E. and P. R. R. jointly own Pittsburgh, Chartiers & Youghiogheny Ry., Montour R. R. and Youngstown & Southern Ry.

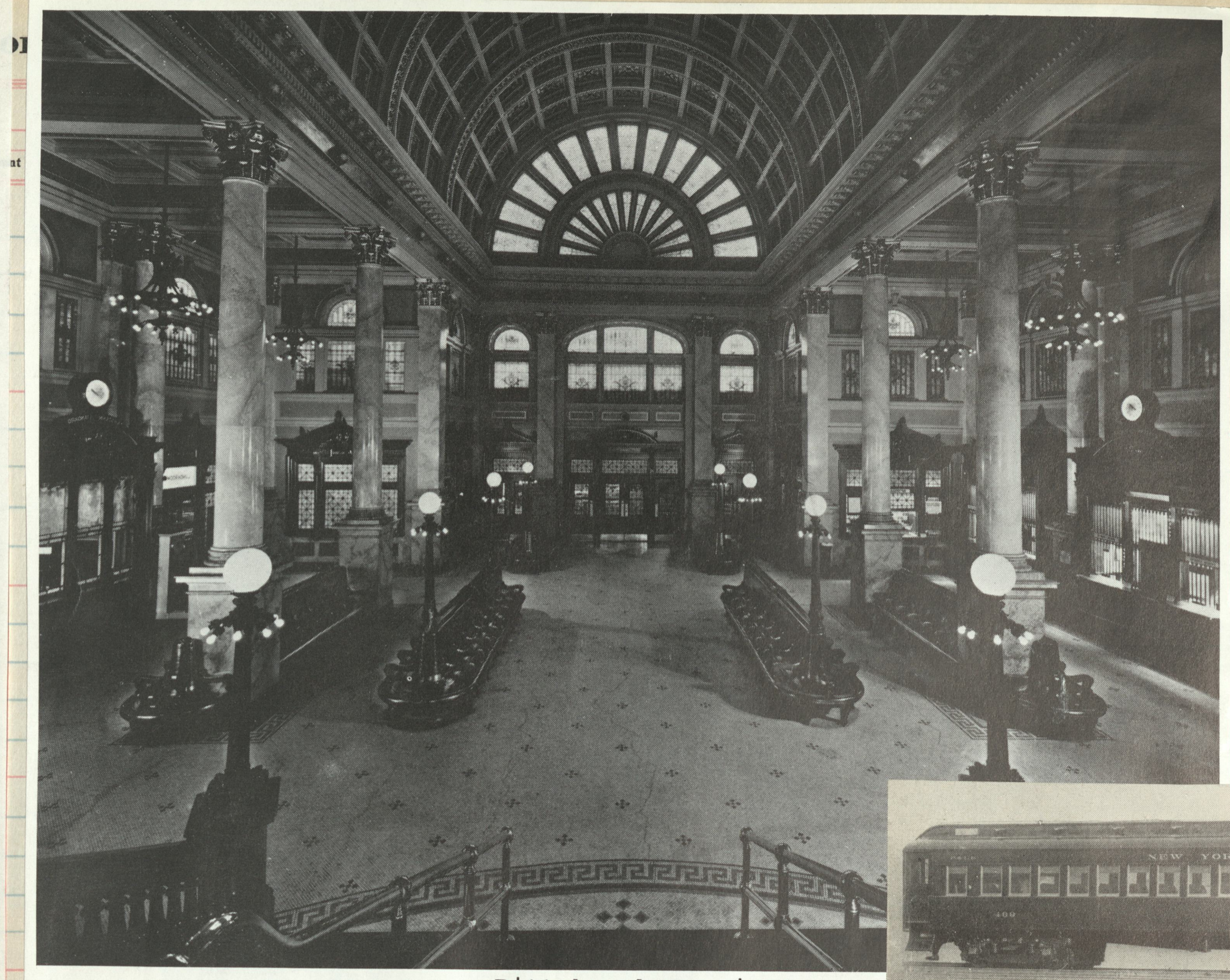
Monongahela Ry. is owned one-third each by the P. & L. E., B. & O. and P. R. R.

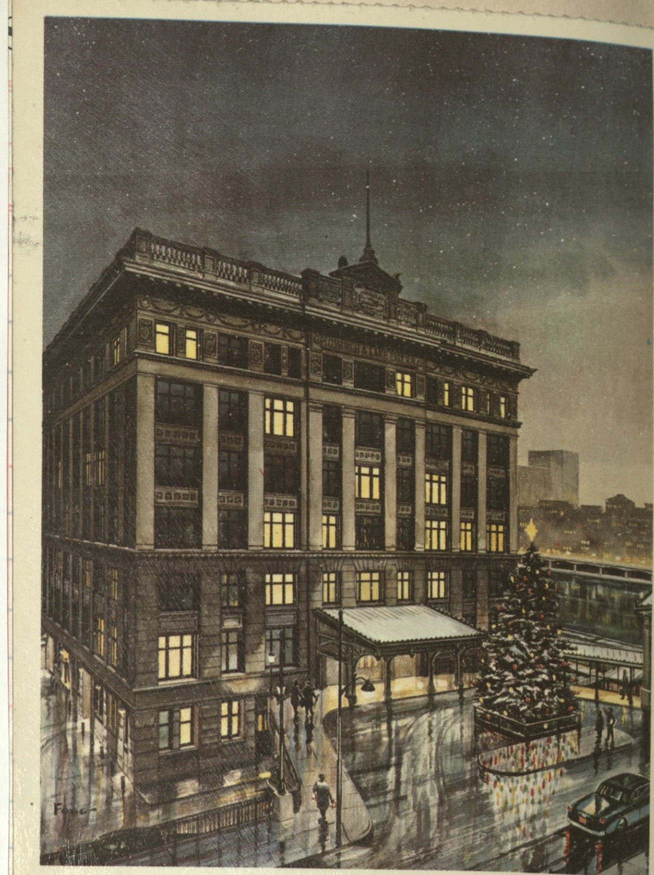
Not Drawn to Scale

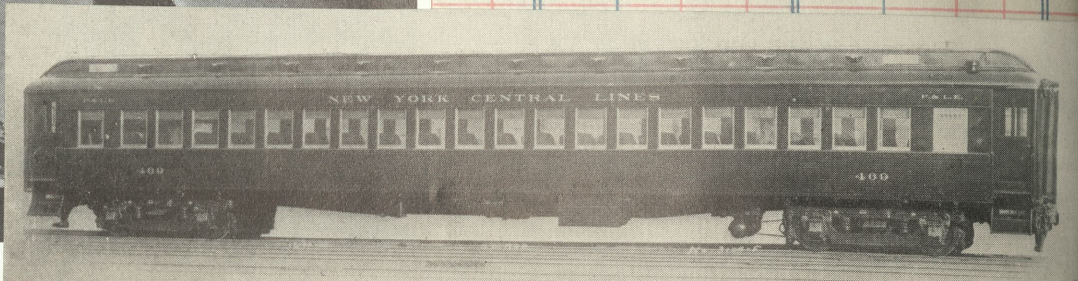
THE PITTSBURGH AND LAKE ERIE RAILROAD was called the "LITTLE GIANT" soon after commencing operations in 1879. This was largely on account of its proven ability to move enormous tonnages of freight with exceptional economy of motive power.

Still serving the steel industry, and making the most of its water level grade line, the P&LE ranks near the top among American railroads in the density (tonnage per mile of line) of its freight traffic. The P&LE's 216 miles of line constitute about 1/10 of one percent of the 215,000 mile railway system of the United States, yet it carries approximately two percent of the total national freight tonnage.

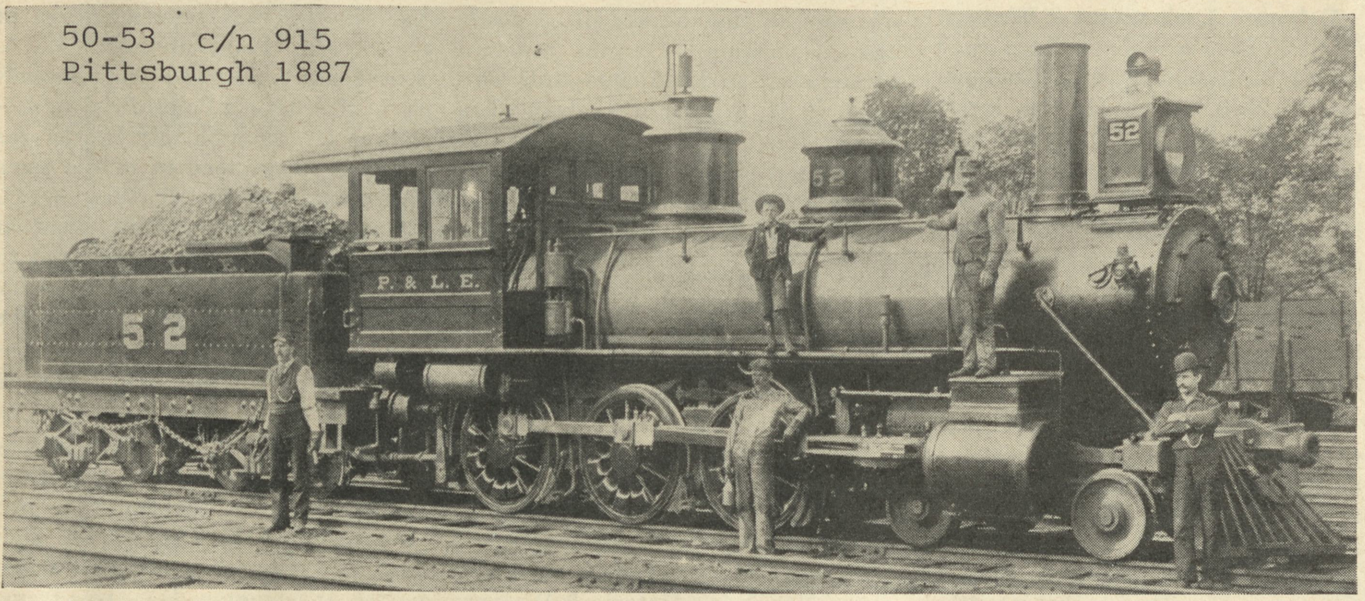
In terms of investment, gross receipts and other such criteria, the P&LE is in the vanguard of the country's railroads when it comes to earning power. The P&LE has effectively utilized a favorable location to attract and hold traffic and to generate high earnings through efficient operation.

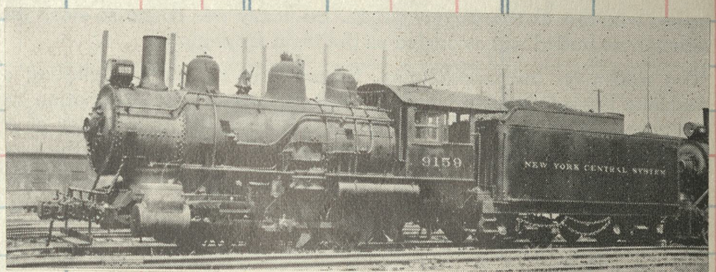

Pittsburgh Terminal



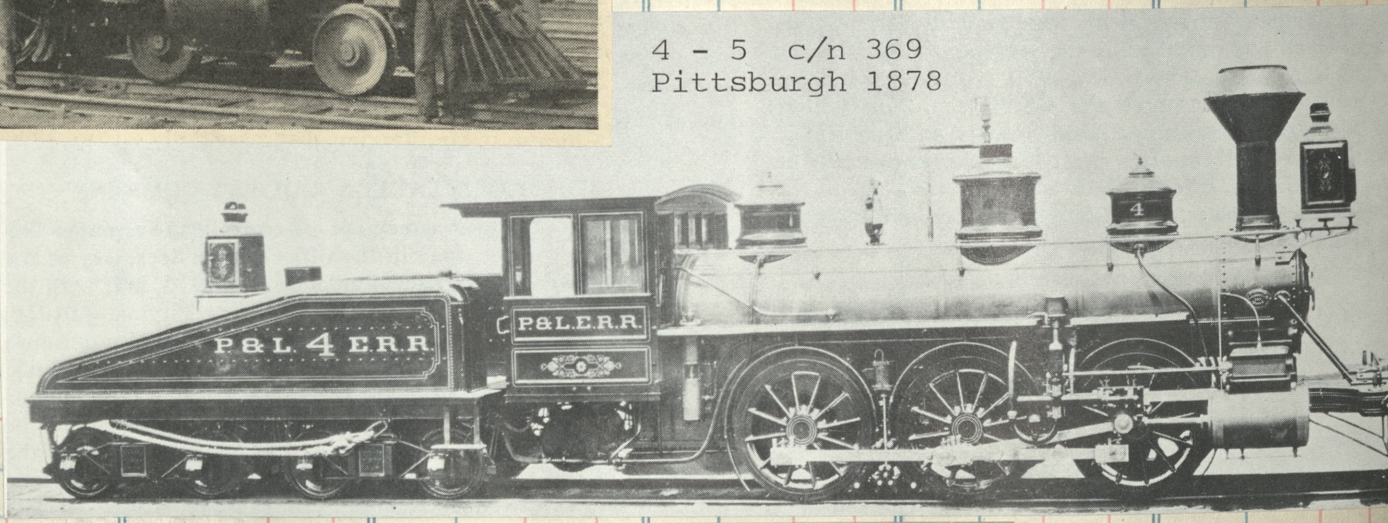

NEW YORK CENTRAL LINES
469

50-53 c/n 915
Pittsburgh 1887

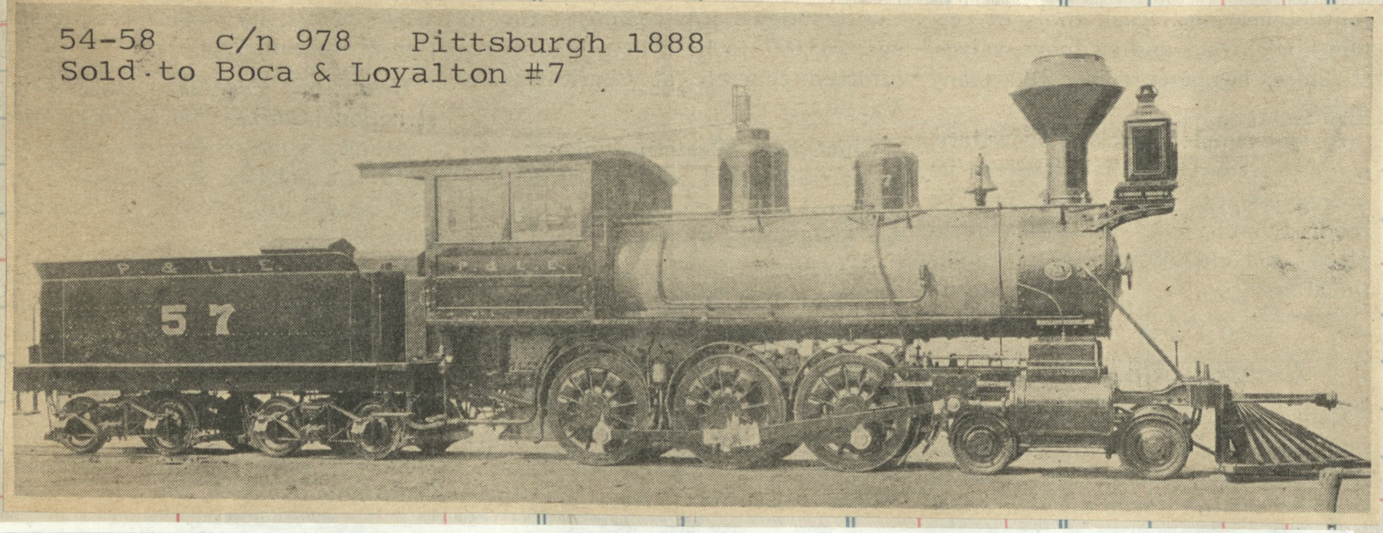


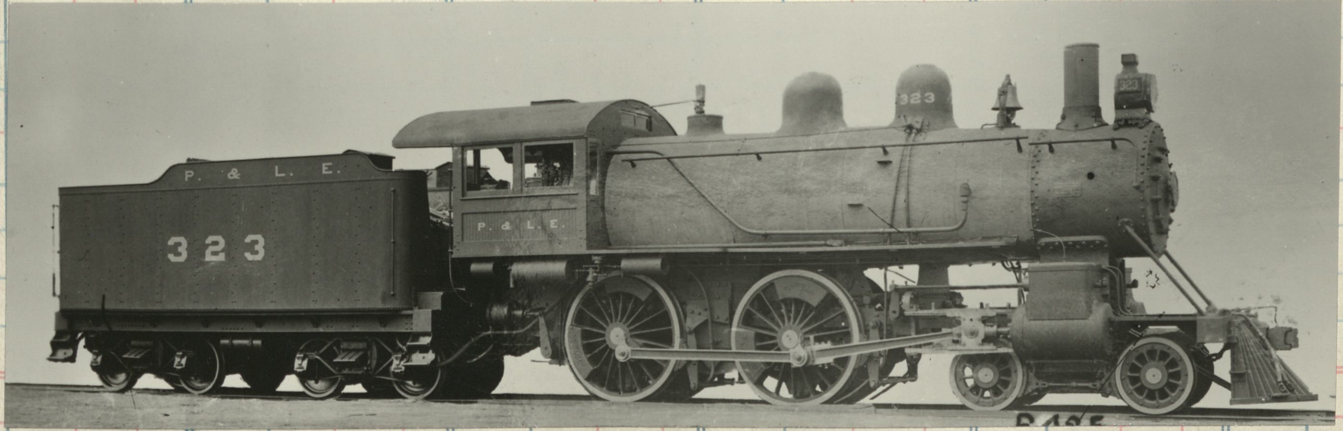

9159
NEW YORK CENTRAL LINES

4 - 5 c/n 369
Pittsburgh 1878


P&L 4 ERR
P&LERR

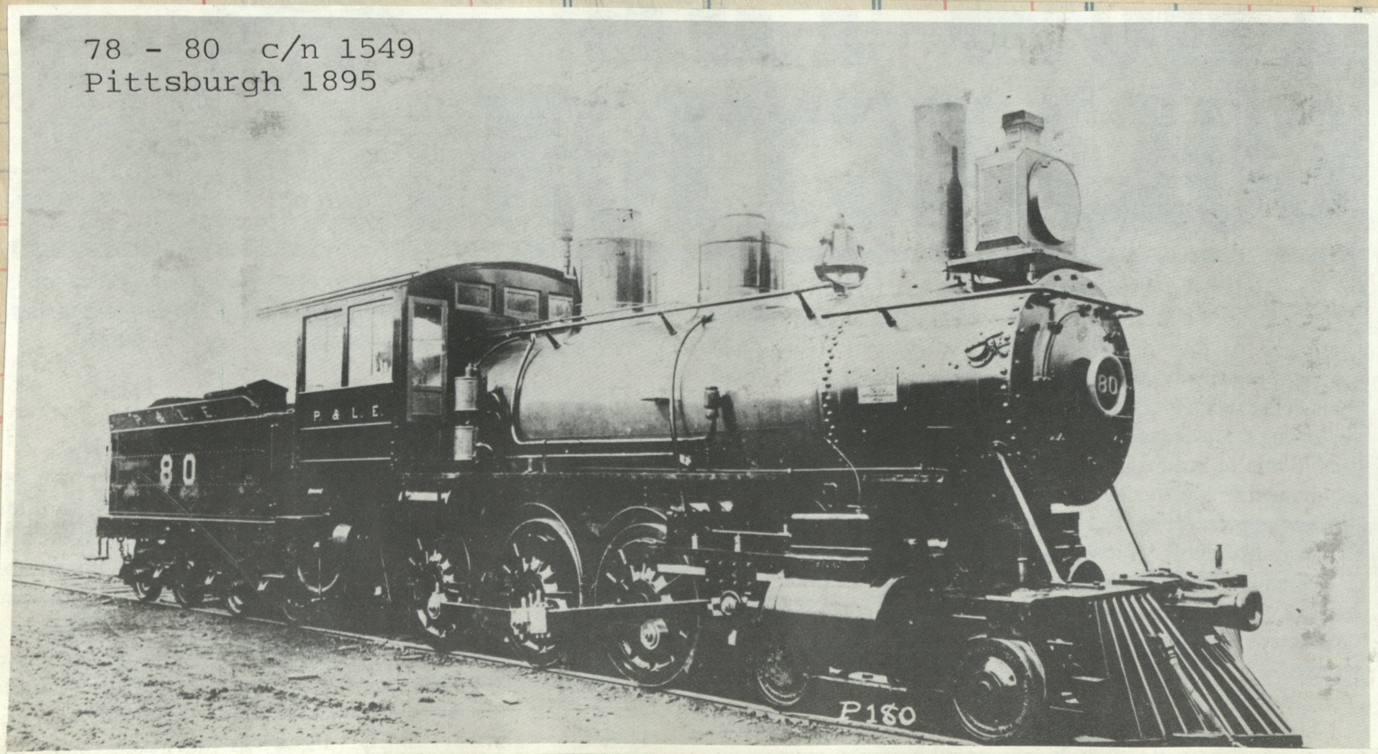
54-58 c/n 978 Pittsburgh 1888
Sold to Boca & Loyalton #7

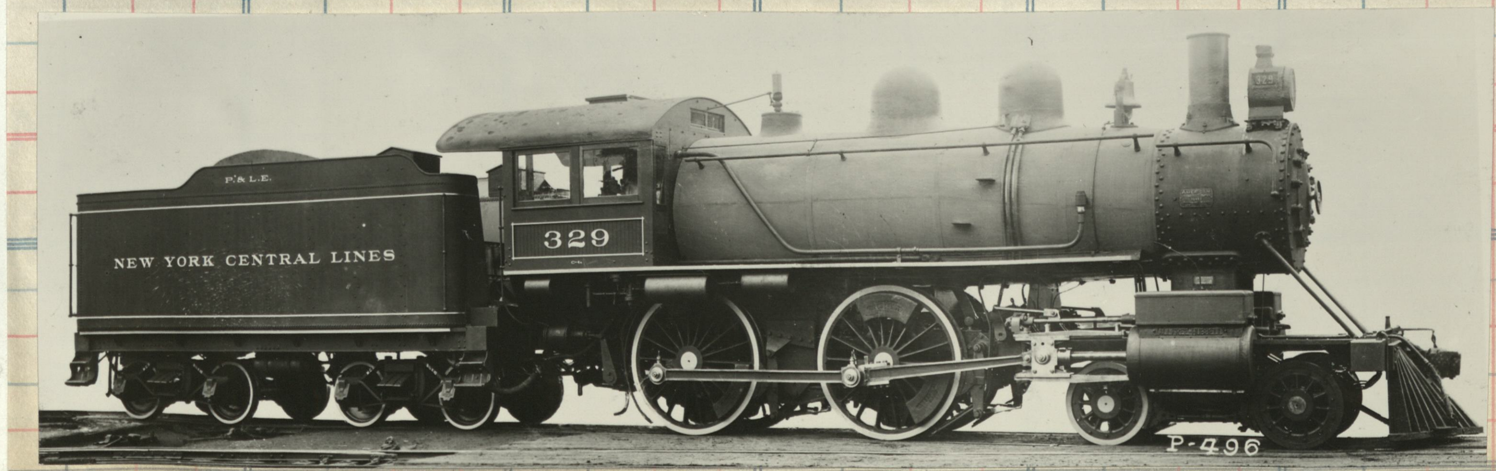




321-324
C-104
c/n 30898
Pittsburgh
1908
reno 9260

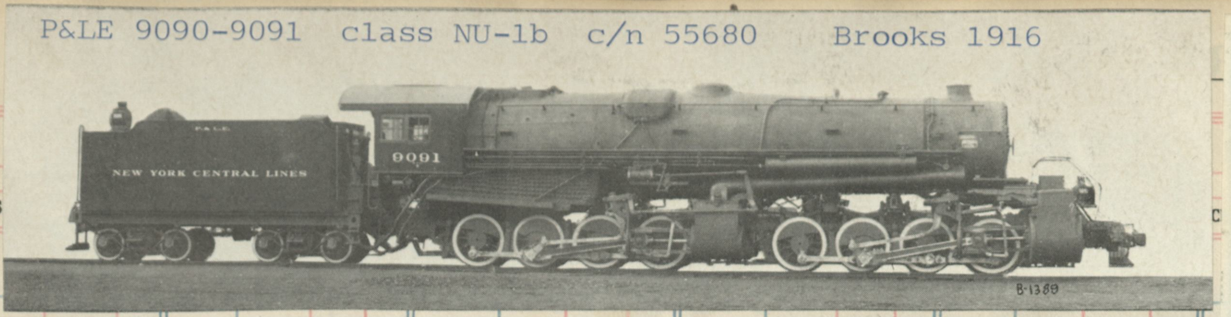
78 - 80 c/n 1549
Pittsburgh 1895



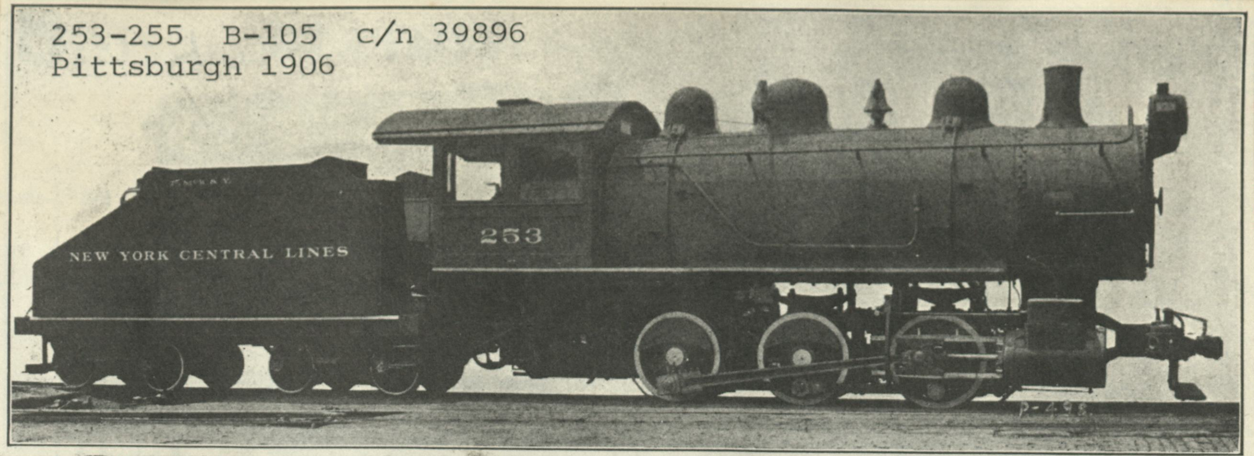

P&LE
NEW YORK CENTRAL LINES
329
P-496

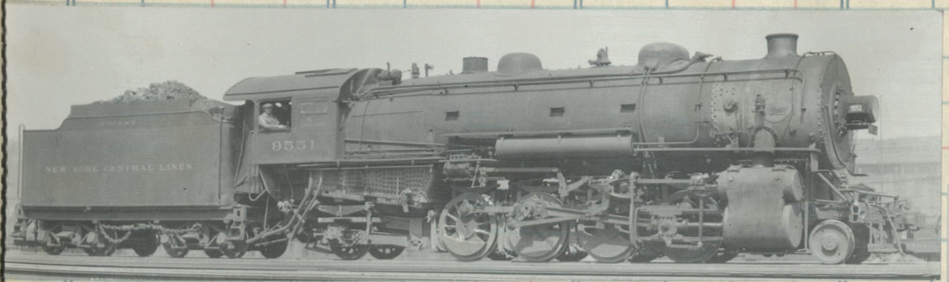
326-330
C-105
c/n 39456
Pittsburgh
1906
reno 9266

P&LE 9090-9091 class NU-1b c/n 55680 Brooks 1916


9091
NEW YORK CENTRAL LINES

253-255 B-105 c/n 39896
Pittsburgh 1906

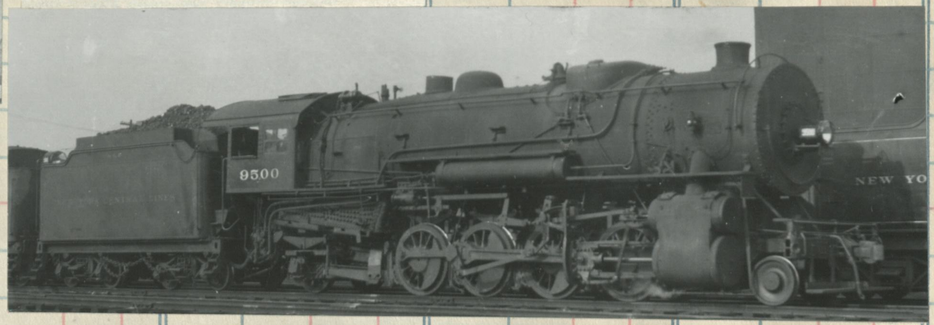

253
NEW YORK CENTRAL LINES

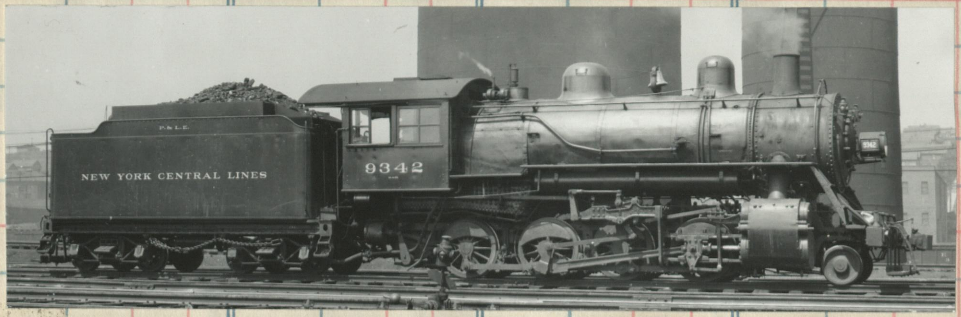


PMcK&Y 9551 H-8a c/n 55652 Brooks 1916
Sold to Monongahela in 1944

9500-9504 H-8a
Brooks 1916
c/n's 55646-55650

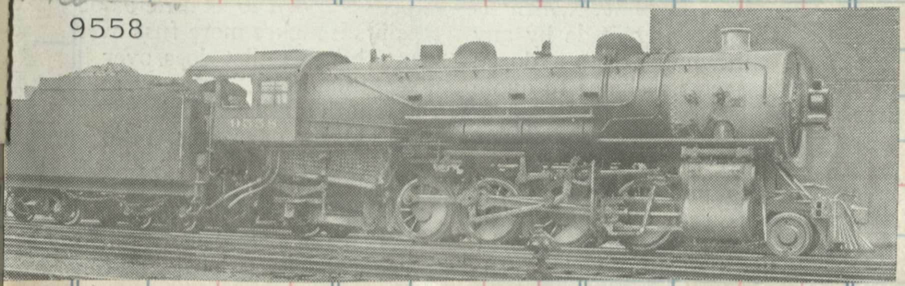
9500 to LE&E 9595 ↓
9504 to C&I 24




9342
NEW YORK CENTRAL LINES

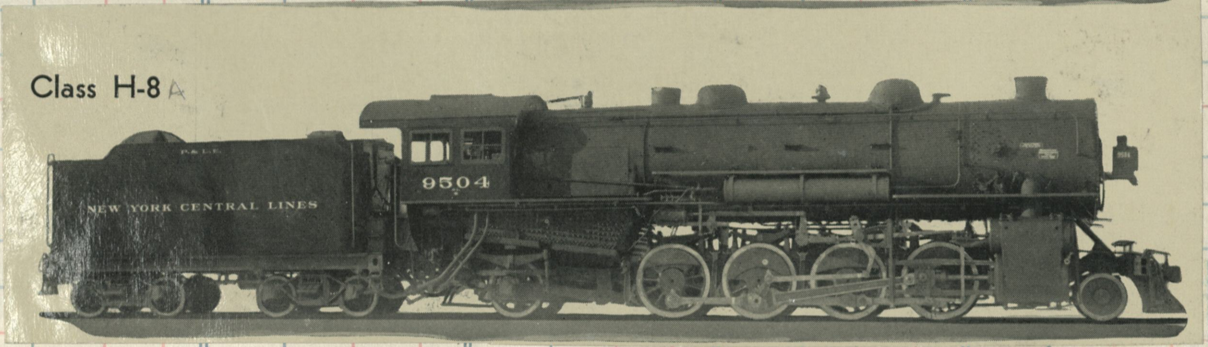
9336-9350
G-102
c/n 26323
Pittsburgh
1903

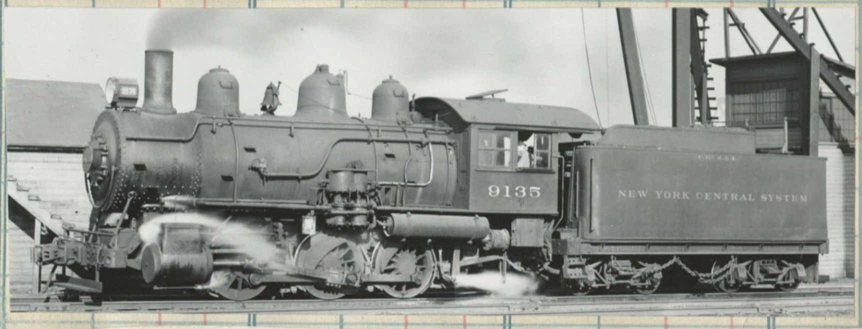
9558



PMcK&Y 9558 H-8b c/n 56781 Brooks 1917
Sold to Monongahela in 1948

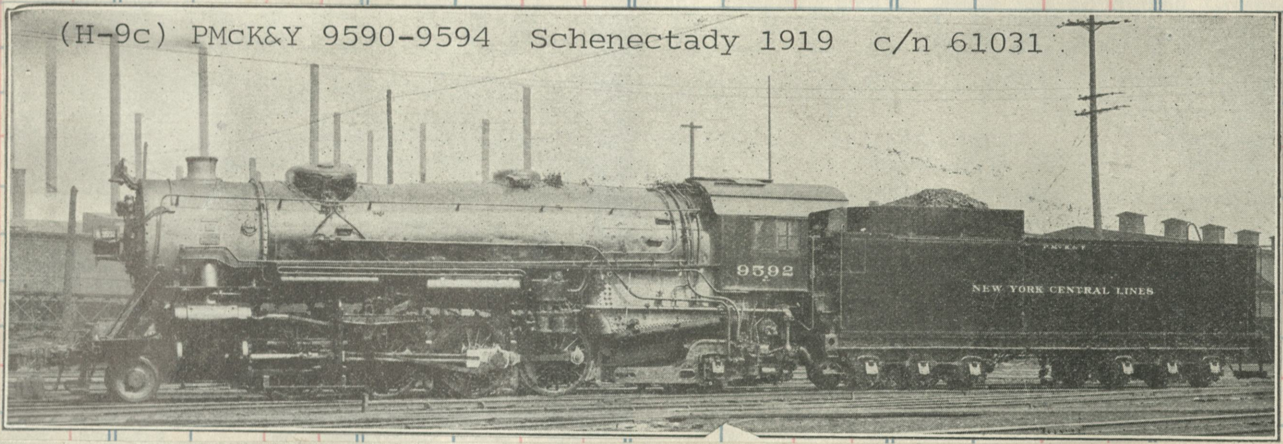
Class H-8A


9504
NEW YORK CENTRAL LINES

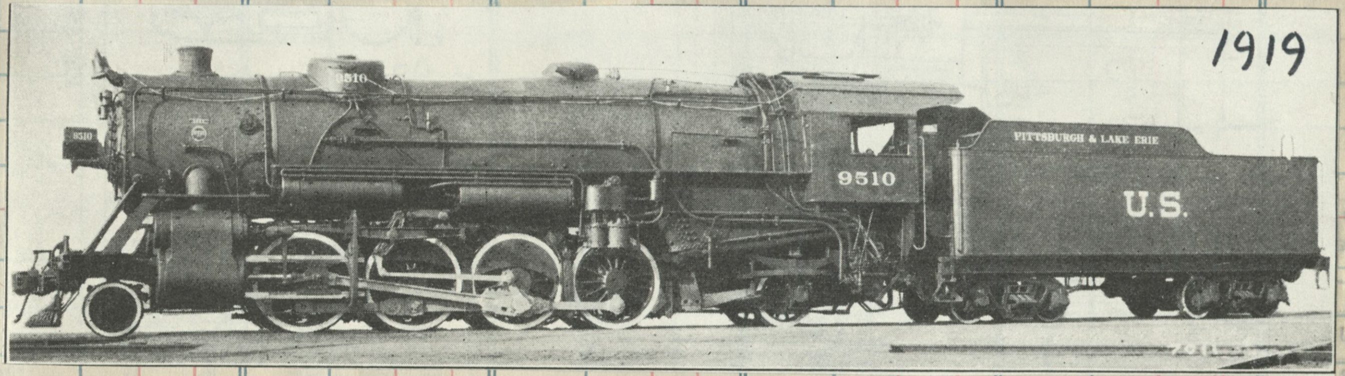


PMcK&Y 9132-9146 B-104 McKees Rocks 1910

(H-9c) PMcK&Y 9590-9594 Schenectady 1919 c/n 61031

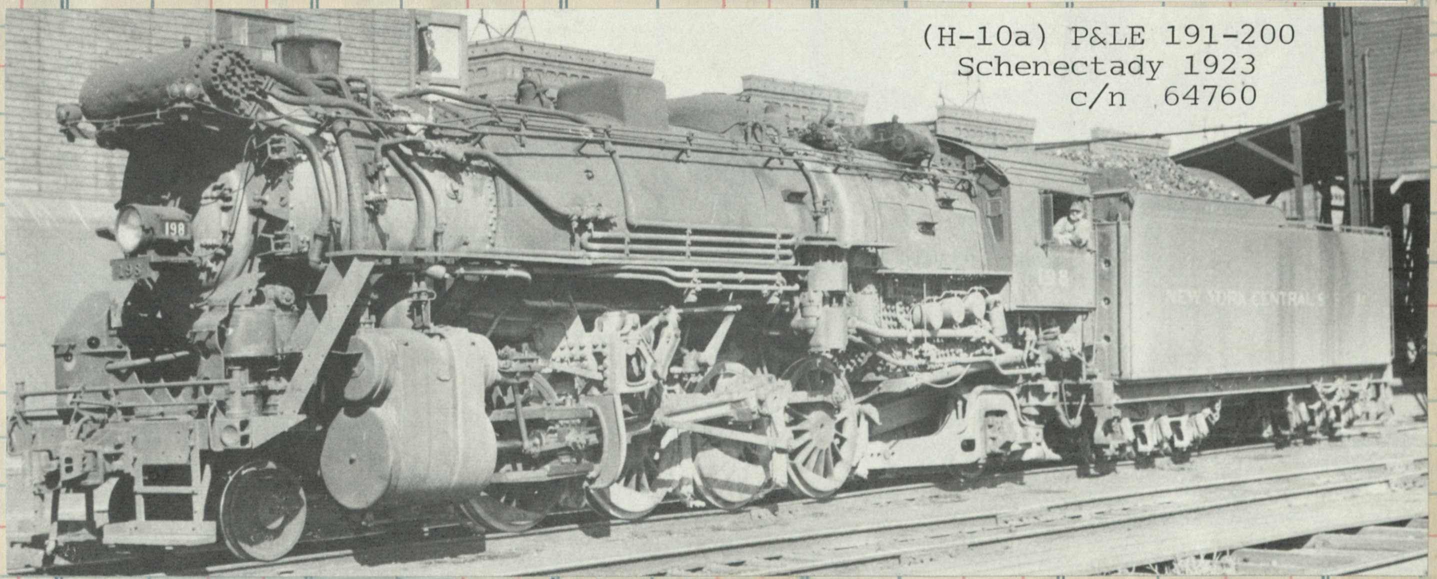

9592
NEW YORK CENTRAL LINES

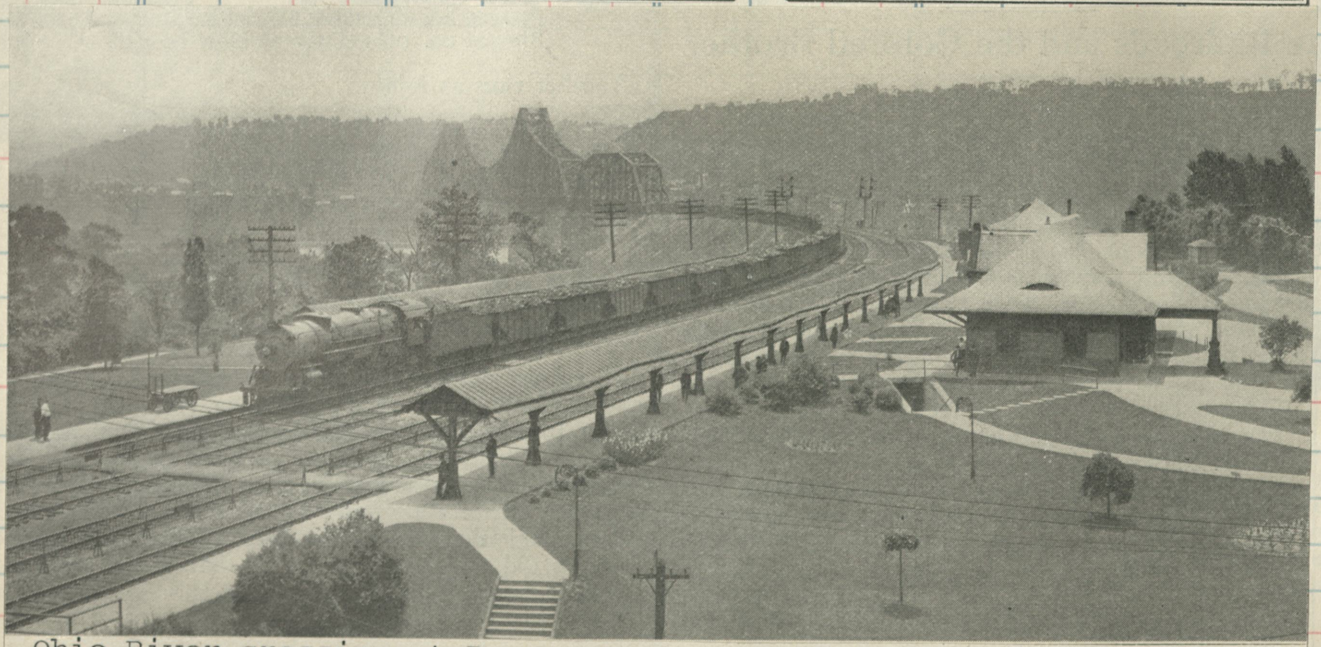
1919


9510
PITTSBURGH & LAKE ERIE
U.S.

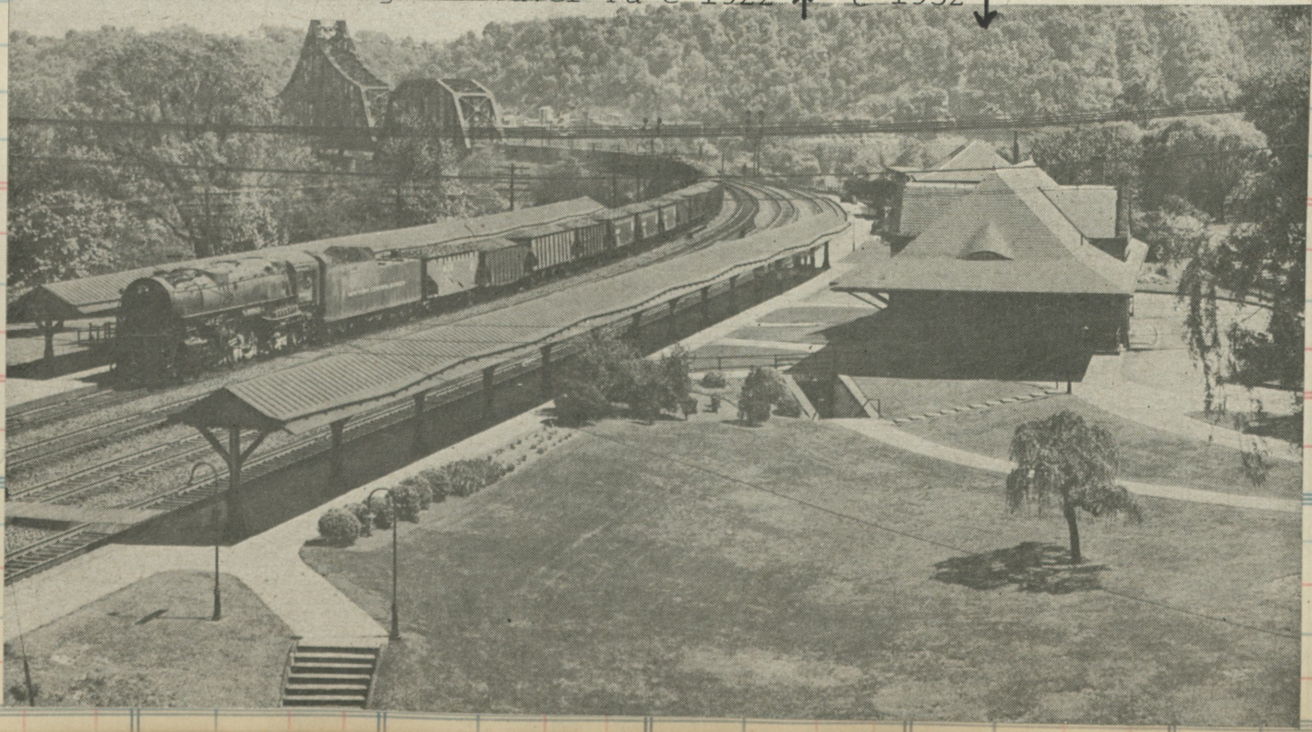
9510-9519
H-9d
c/n 51433
BLW 1919

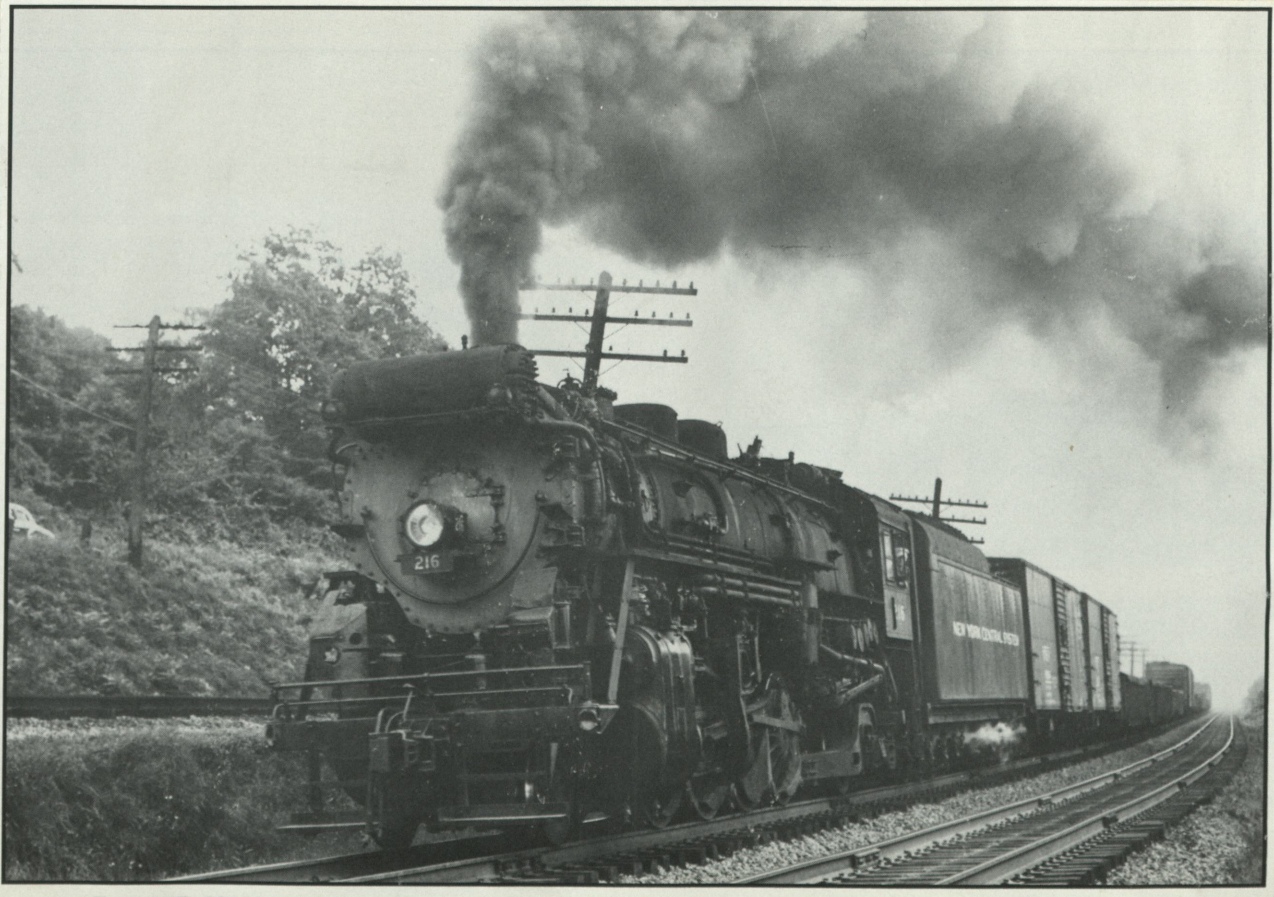
(H-10a) P&LE 191-200
Schenectady 1923
c/n 64760



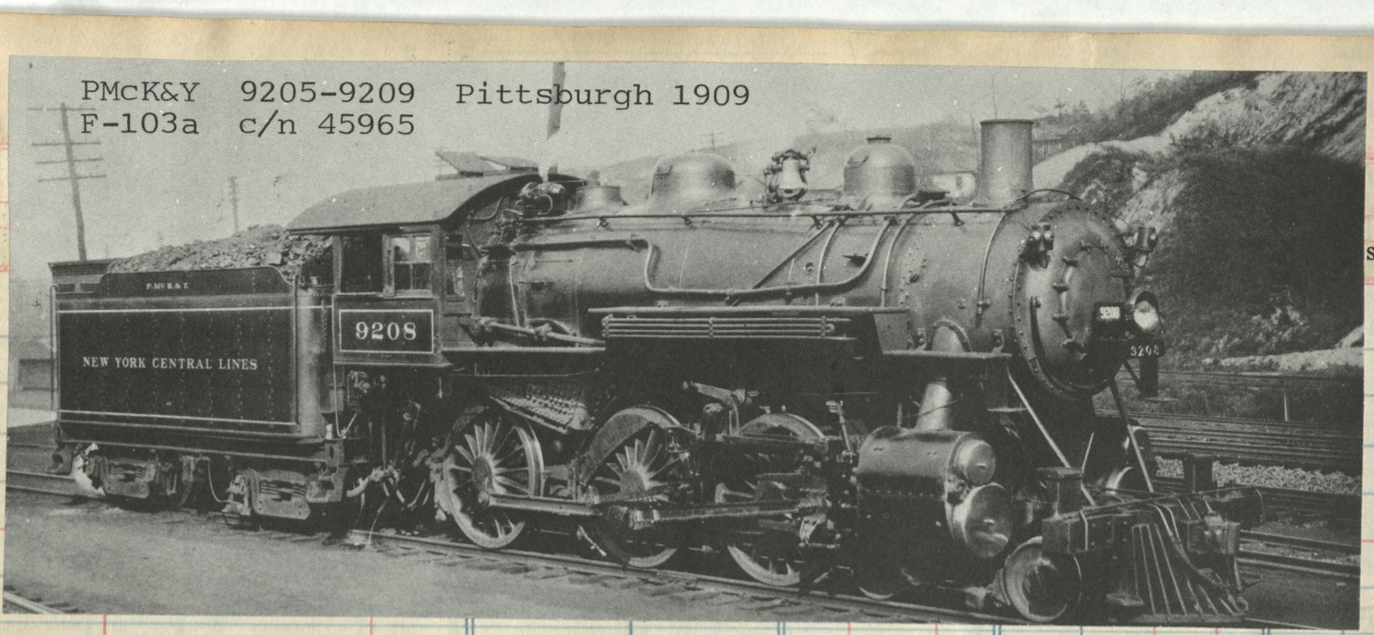


Ohio River crossing at Beaver Pa c 1922 ↑ c 1952 ↓



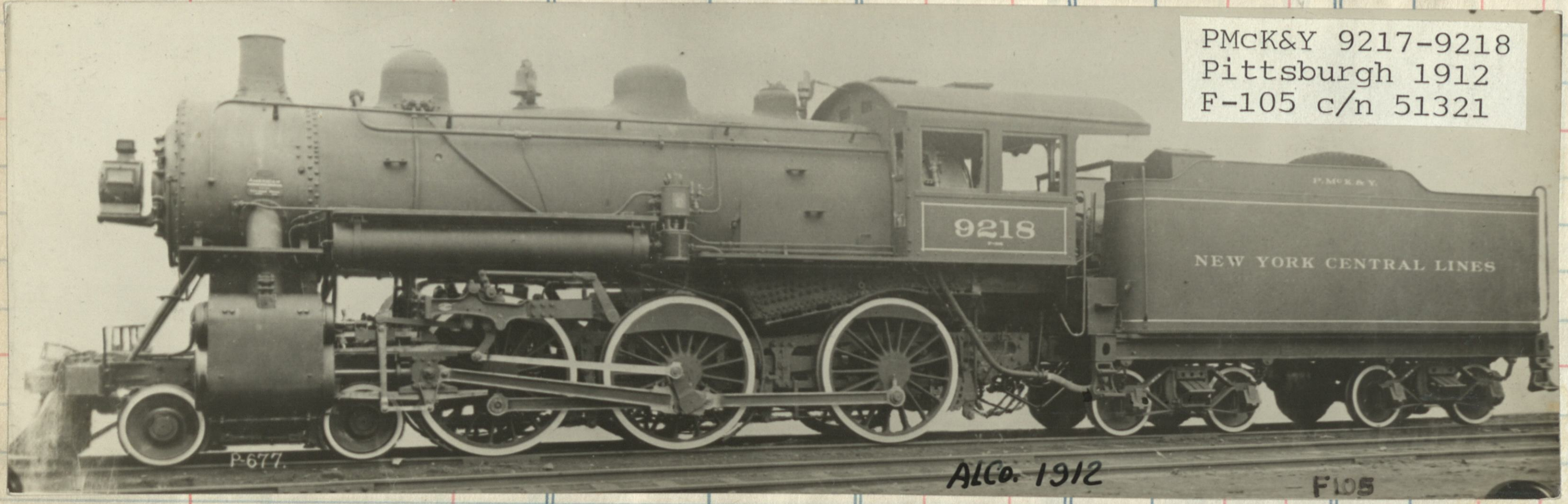


P. & L.E. H10b 216 in action at New Castle, Pa., August 31, 1952. Photo by Al Paterson.



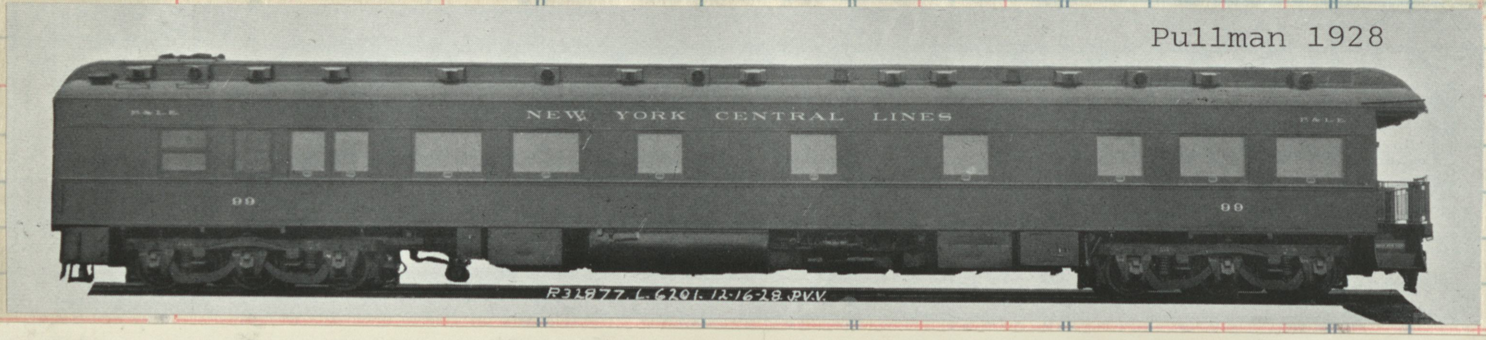
PMcK&Y 9205-9209 Pittsburgh 1909
F-103a c/n 45965

9208
NEW YORK CENTRAL LINES
P.McK&Y



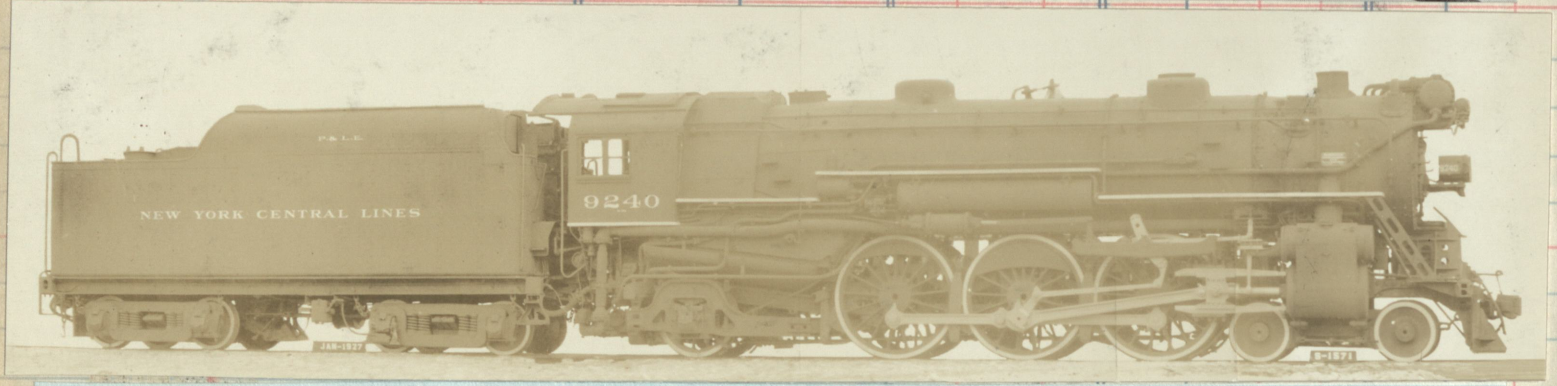
PMcK&Y 9217-9218
Pittsburgh 1912
F-105 c/n 51321

9218
NEW YORK CENTRAL LINES
P.McK&Y
P-677
ALCo. 1912
F105



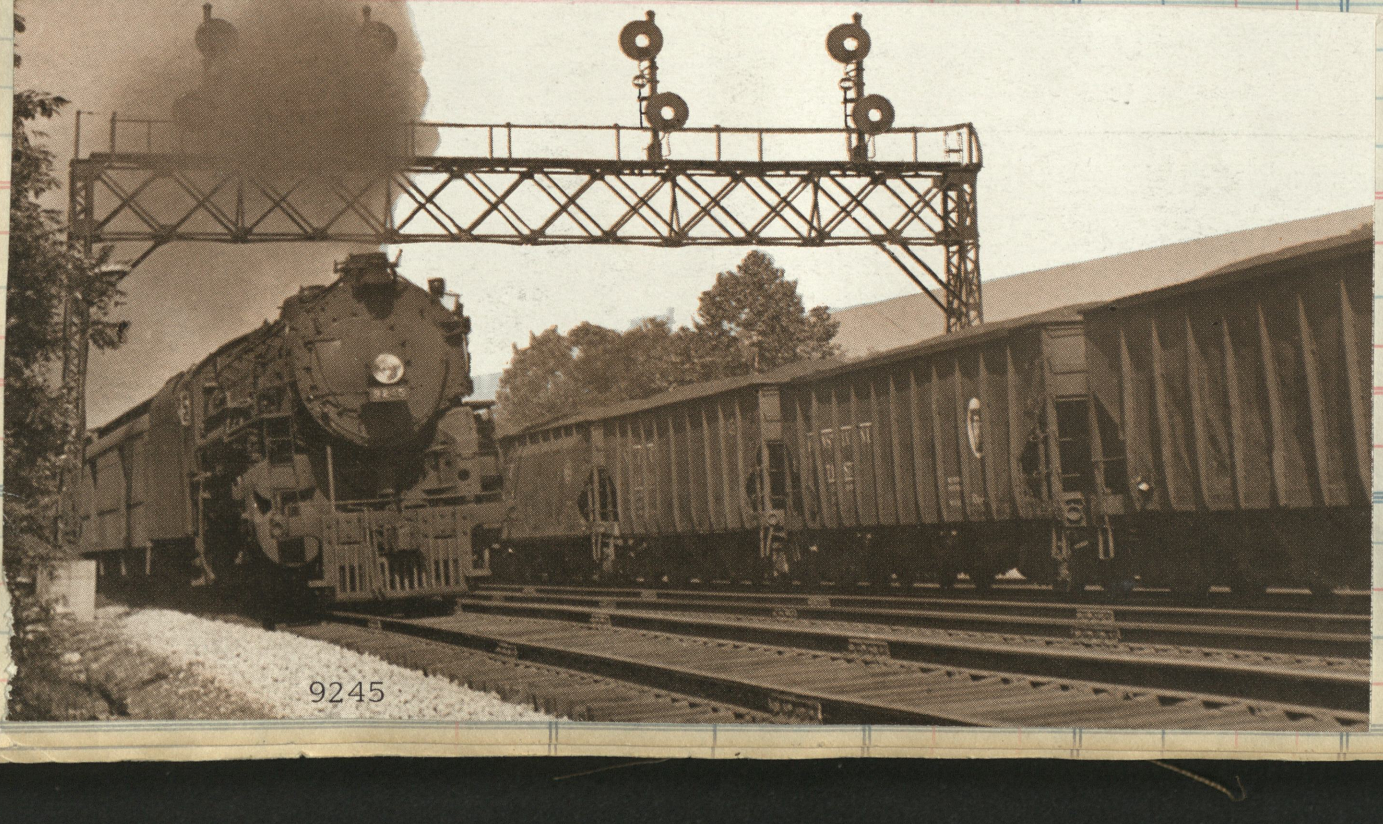
Pullman 1928

NEW YORK CENTRAL LINES
P&LE
90



9240
NEW YORK CENTRAL LINES
P&LE

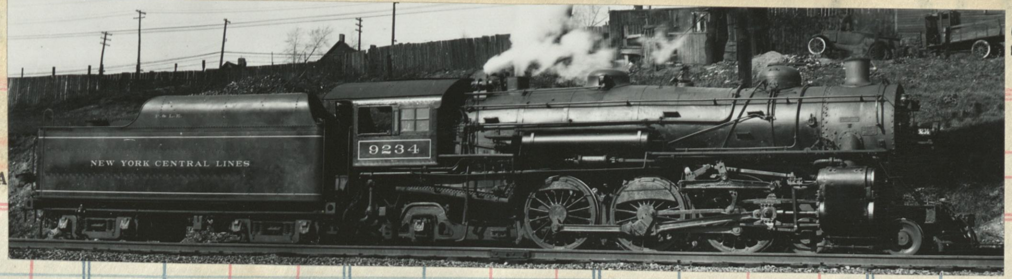
The last 4-6-2's built for the NYCS. Ten [9235-9244] were delivered by Schenectady 1927 to the P&LE. Renoed 4931-4940.



9245

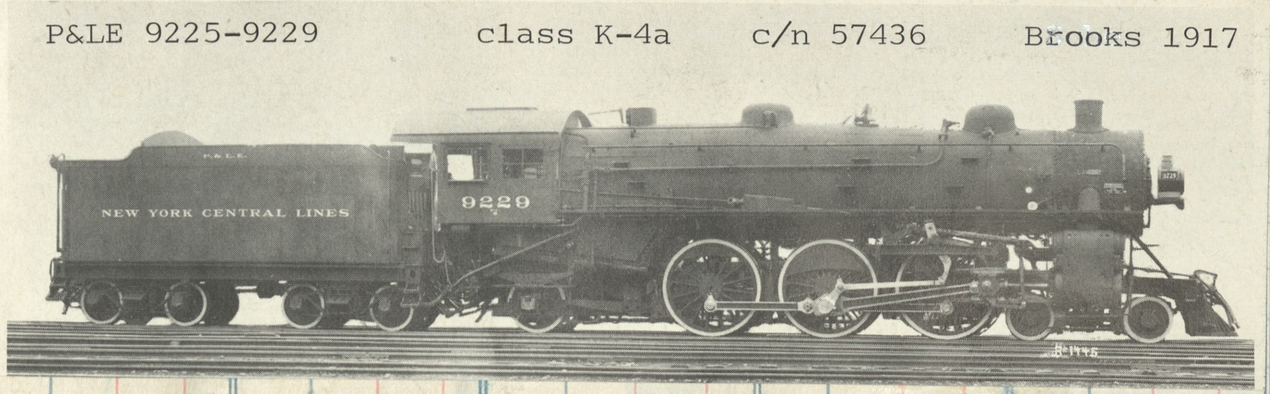
S AT

Sold Amount Clss. No. Sold Amount



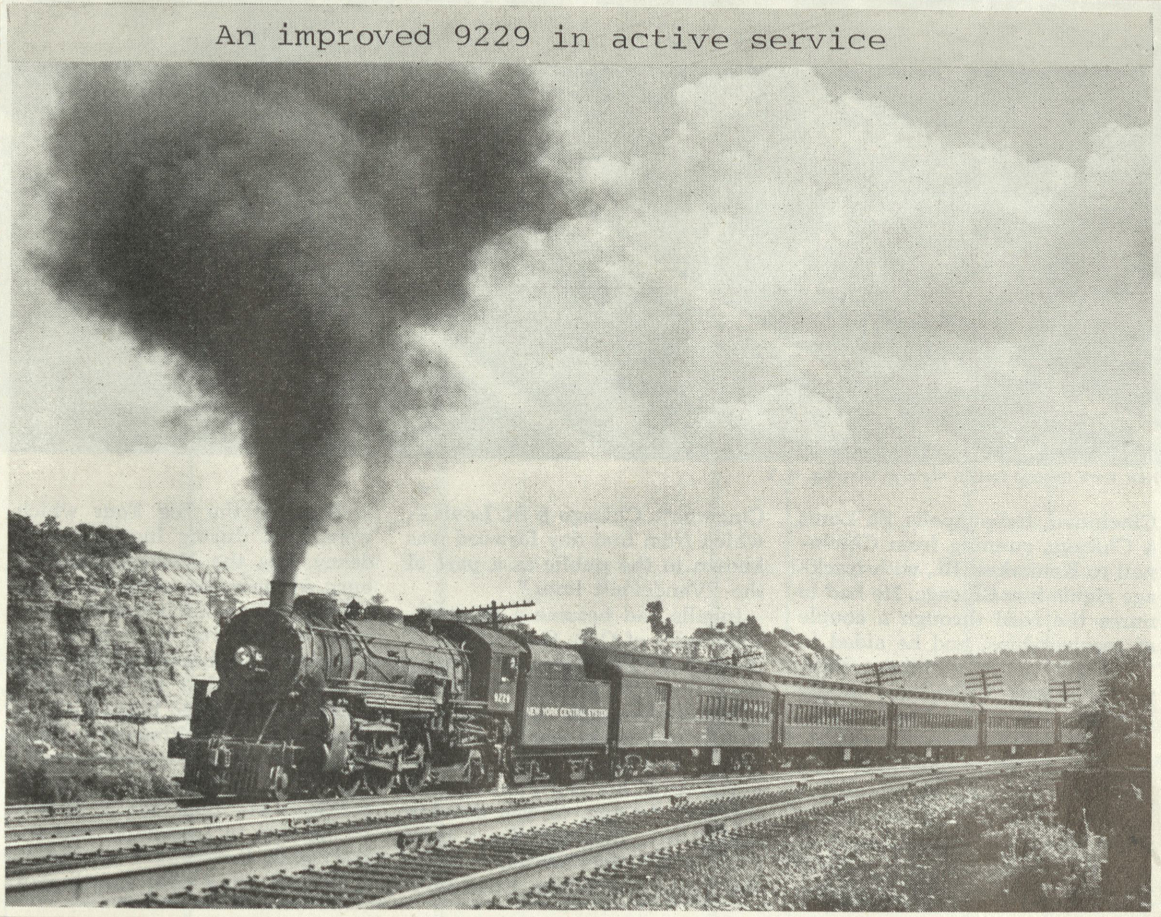
9234
NEW YORK CENTRAL LINES

9230-9234
Brooks 1918
K-4b
c/n 58087

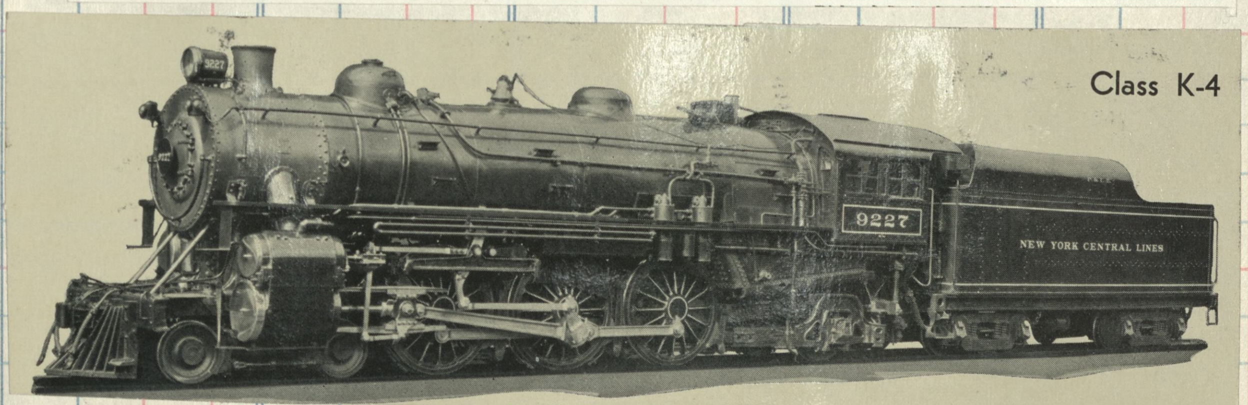


P&LE 9225-9229 class K-4a c/n 57436 Brooks 1917

9229
NEW YORK CENTRAL LINES

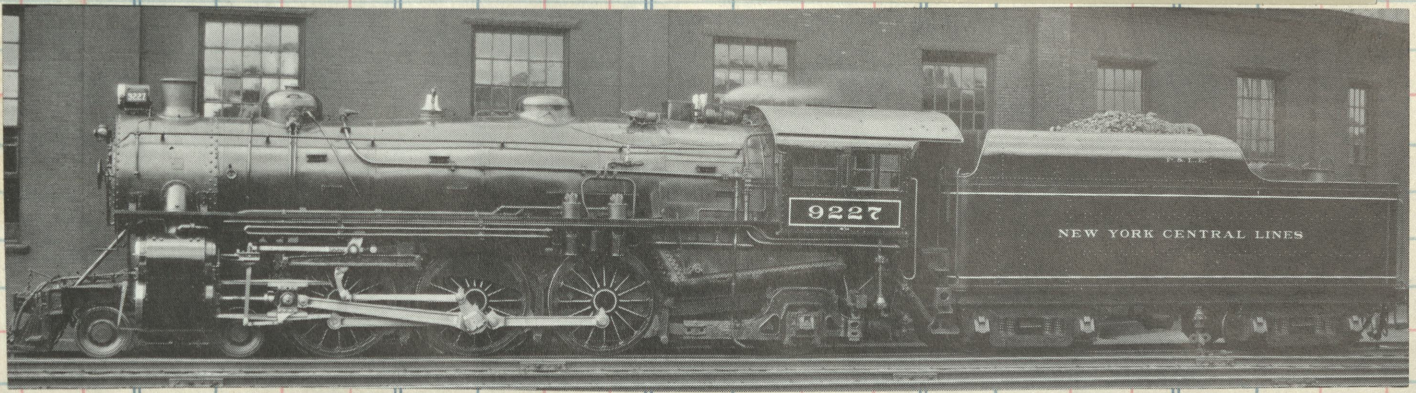


An improved 9229 in active service



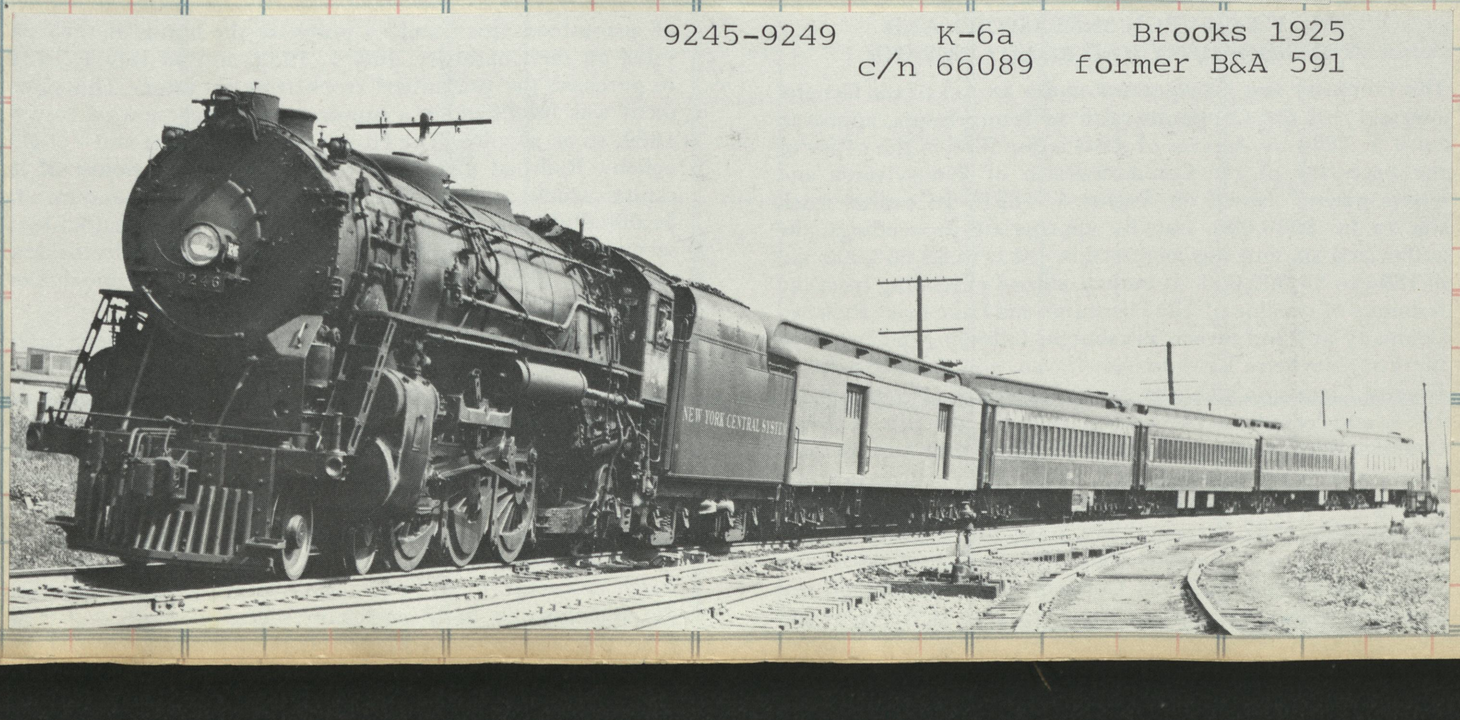
Class K-4

9227
NEW YORK CENTRAL LINES



9227
NEW YORK CENTRAL LINES

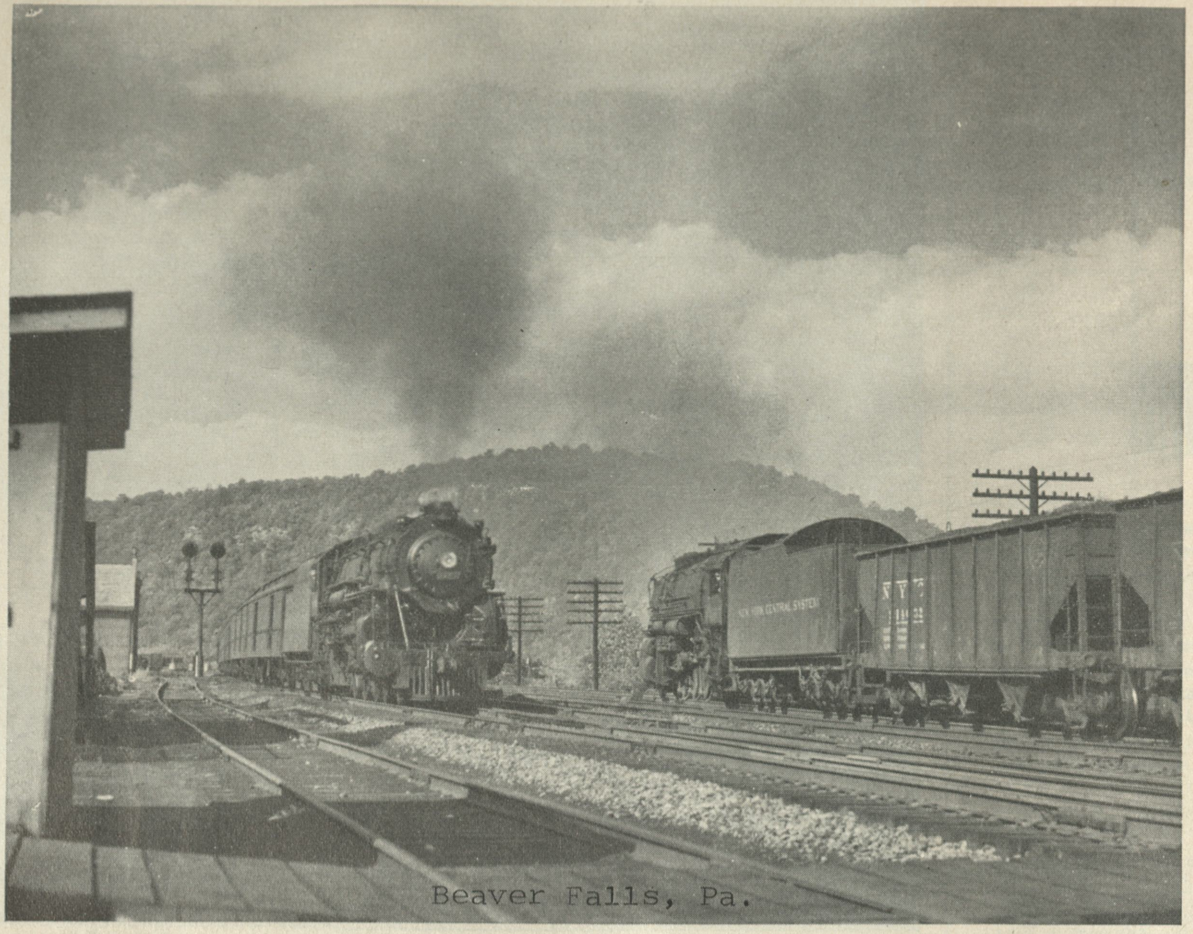
The high mounted headlight makes the 9227 look more like an F.E.C. 4-6-2 than a N.Y.C.



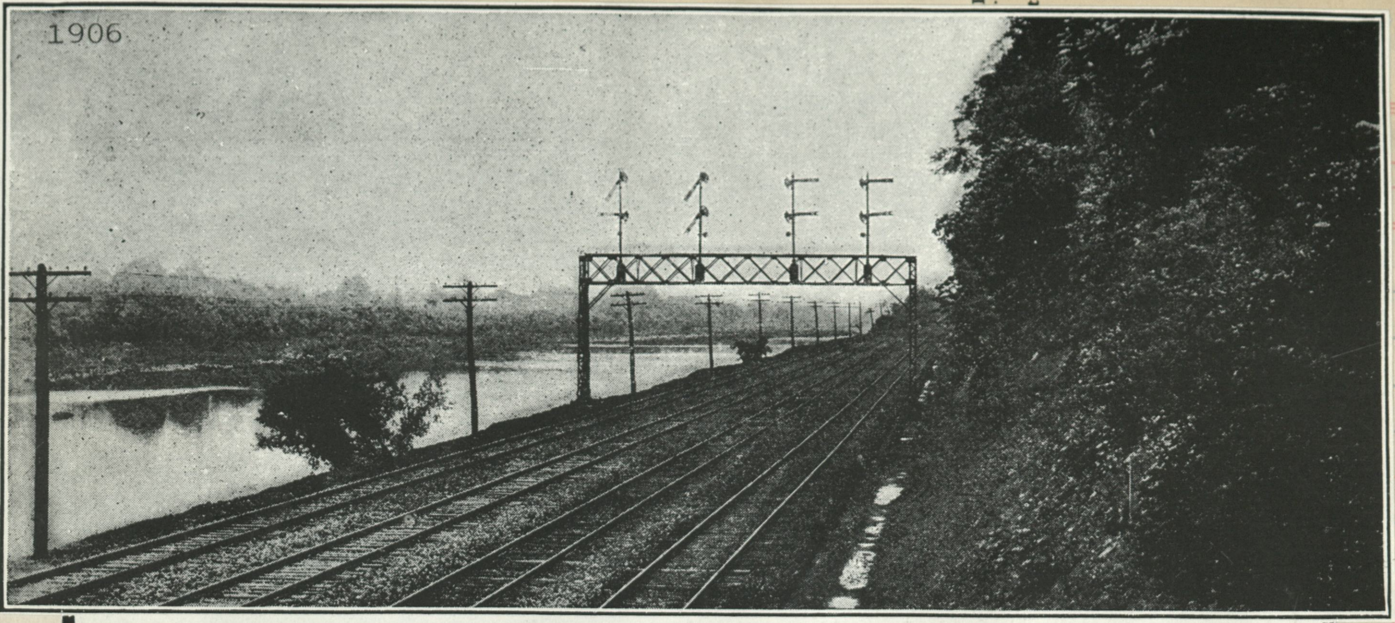
9245-9249 K-6a Brooks 1925
c/n 66089 former B&A 591

NEW YORK CENTRAL SYSTEM

Clos. No. Sold Sold Amount Amount


Beaver Falls, Pa.

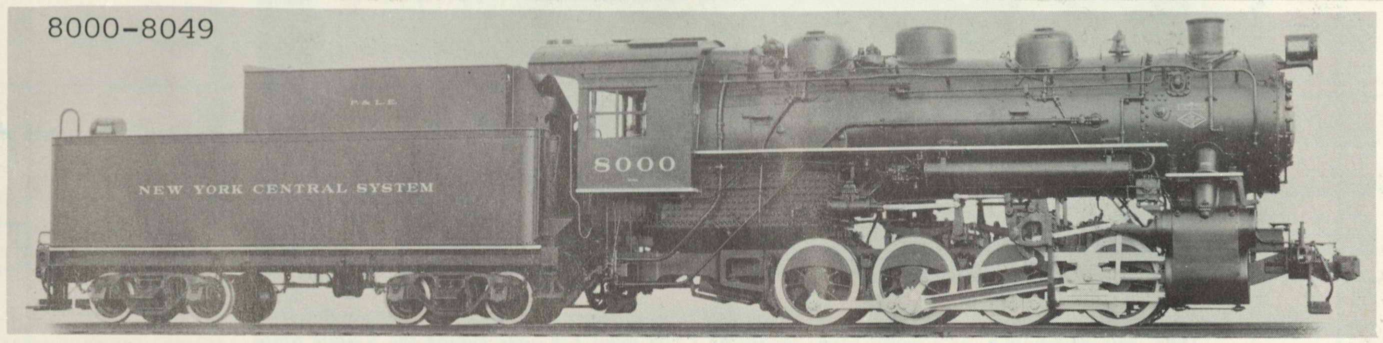
Richard J. Cook.


1906

PITTSBURGH & LAKE ERIE RAILROAD ALONG THE OHIO RIVER

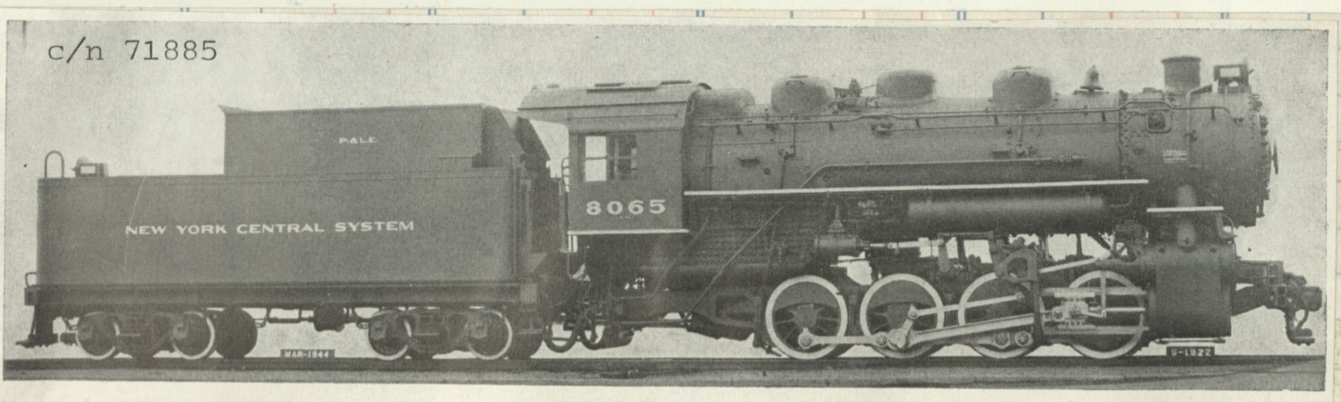
FOUR TRACKS AUTOMATIC BLOCK SIGNALS

The only Through Pullman Sleeping Car Line
Between Pittsburgh and Boston


8000-8049

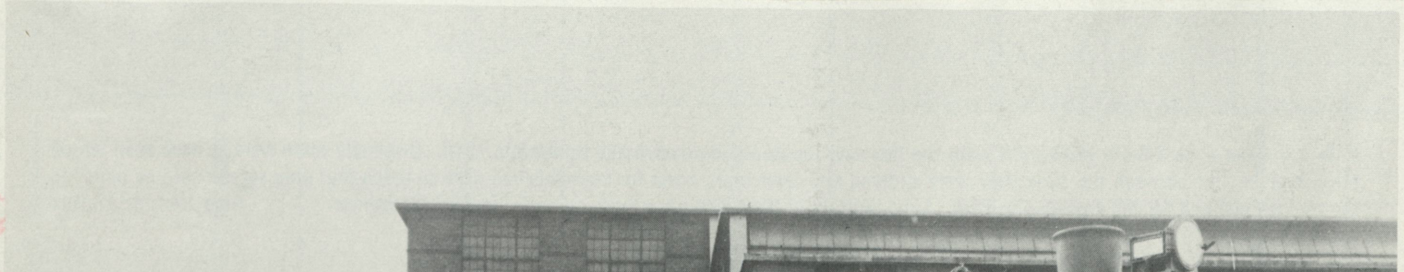
Class U-3k (0-8-0) Switcher type built by Lima Locomotive Works in March, 1937 c/n 7671

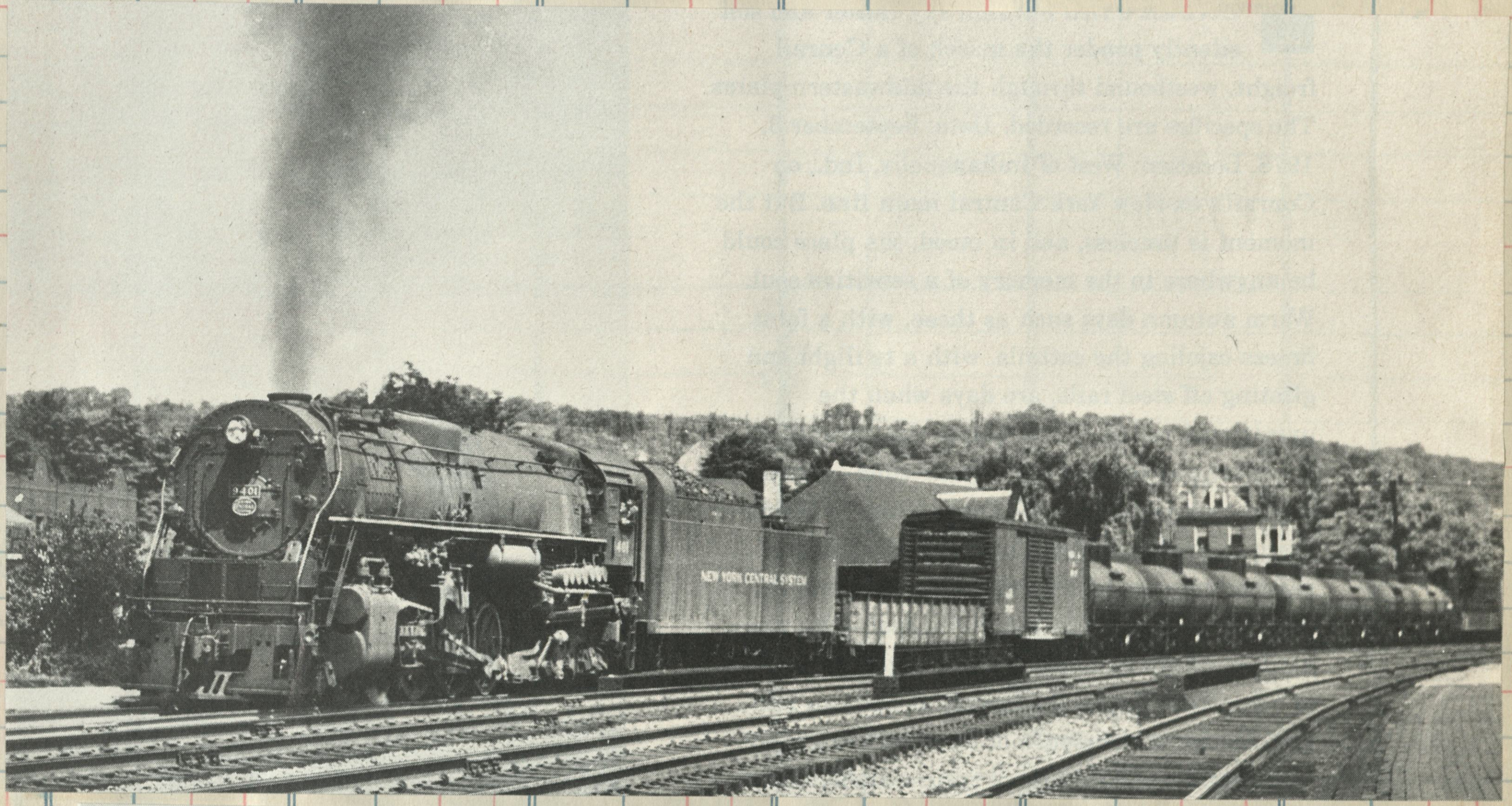
Tractive Force	54,400 lbs.	Total Engine Weight	232,500 lbs.
Cylinders	25 x 28"	Grate Area	47.0 sq. ft.
Driver Diameter	52"	Steam Pressure	190 lbs.

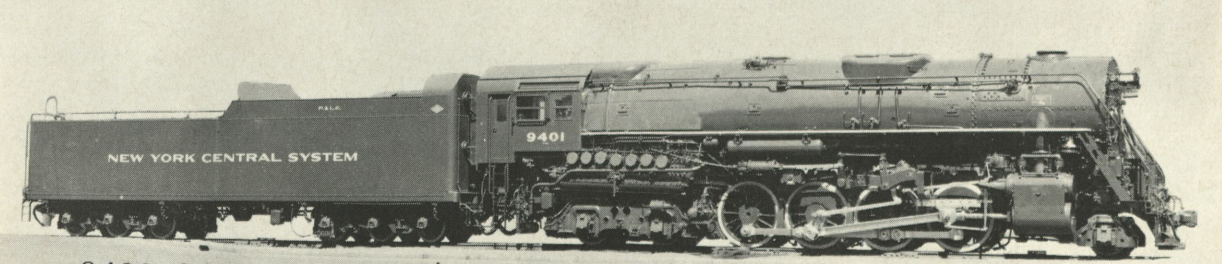

c/n 71885

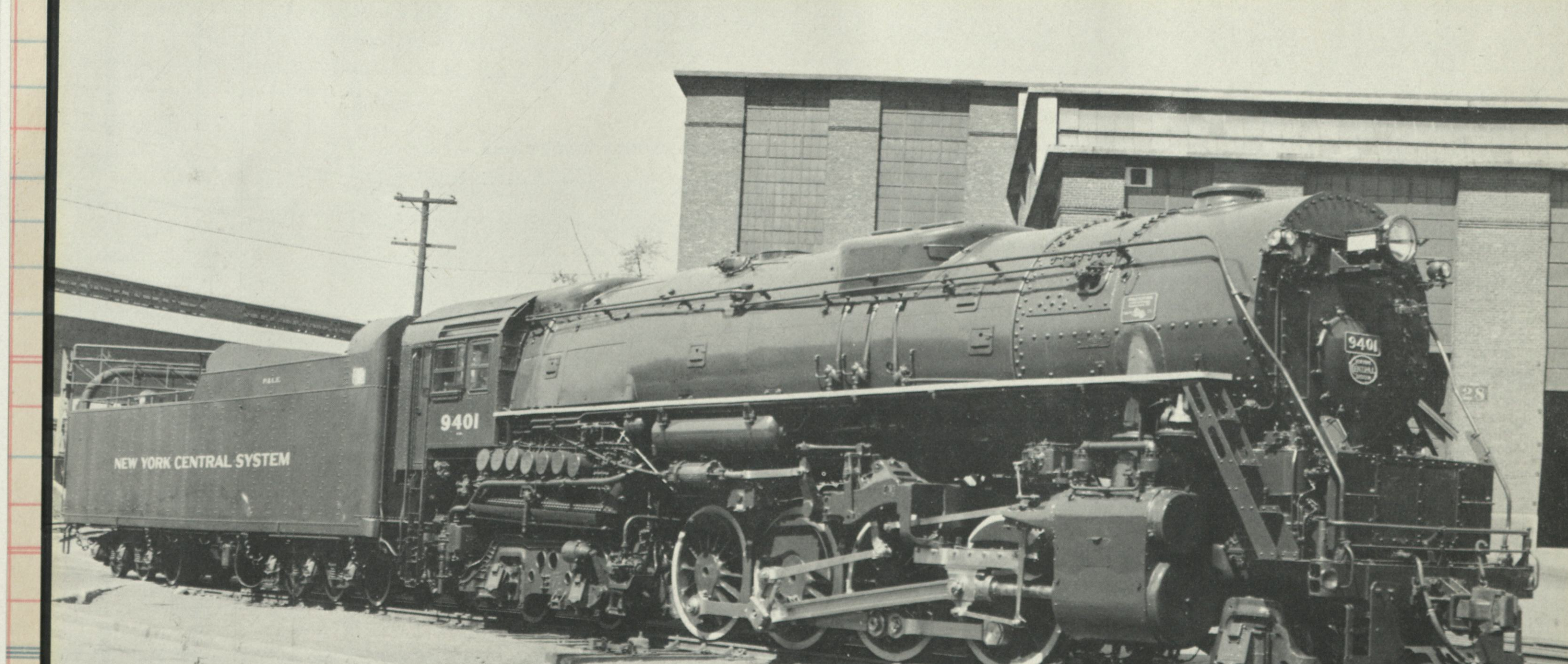
New York Central (P. & L. E.) 0-8-0 (Eight-Wheel) Switching Locomotive, Class U-3-L; Road Nos. 8050-8074. Built by the American Locomotive Company. 1944

Tractive force	54,350 lb.	Fuel	Soft coal
Cylinders, diameter and stroke	25 in. x 28 in.	Grate area	47 sq. ft.
Drivers, diameter	52 in.	Steam pressure	190 lb.
Weight on drivers	234,000 lb.	Evaporative heating surface	202 + 2,568 — 2,770 sq. ft.
Driving wheel base	15 ft. 0 in.	Superheating surface (Type A)	639 sq. ft.
Weight of tender, loaded	188,000 lb.	Tender capacity	10,000 gal., 16 tons


The last yard engines built for the New York Central System


Making money for the company--Brand new 9401 charges thru Beaver, Pa. with 86 cars on July 20, 1948.


9400-9406 A-2a c/n's 75845-851 Schenectady 1948


THE END OF AN ERA! These seven noble and stalwart 2-8-4's were the last engines constructed by Schenectady [ALCO], and also, the final engines to be ordered by the New York Central System.

Farewell, O true and faithful friend!

148

NEW YORK CENTRAL
BIG FOUR ROUTE

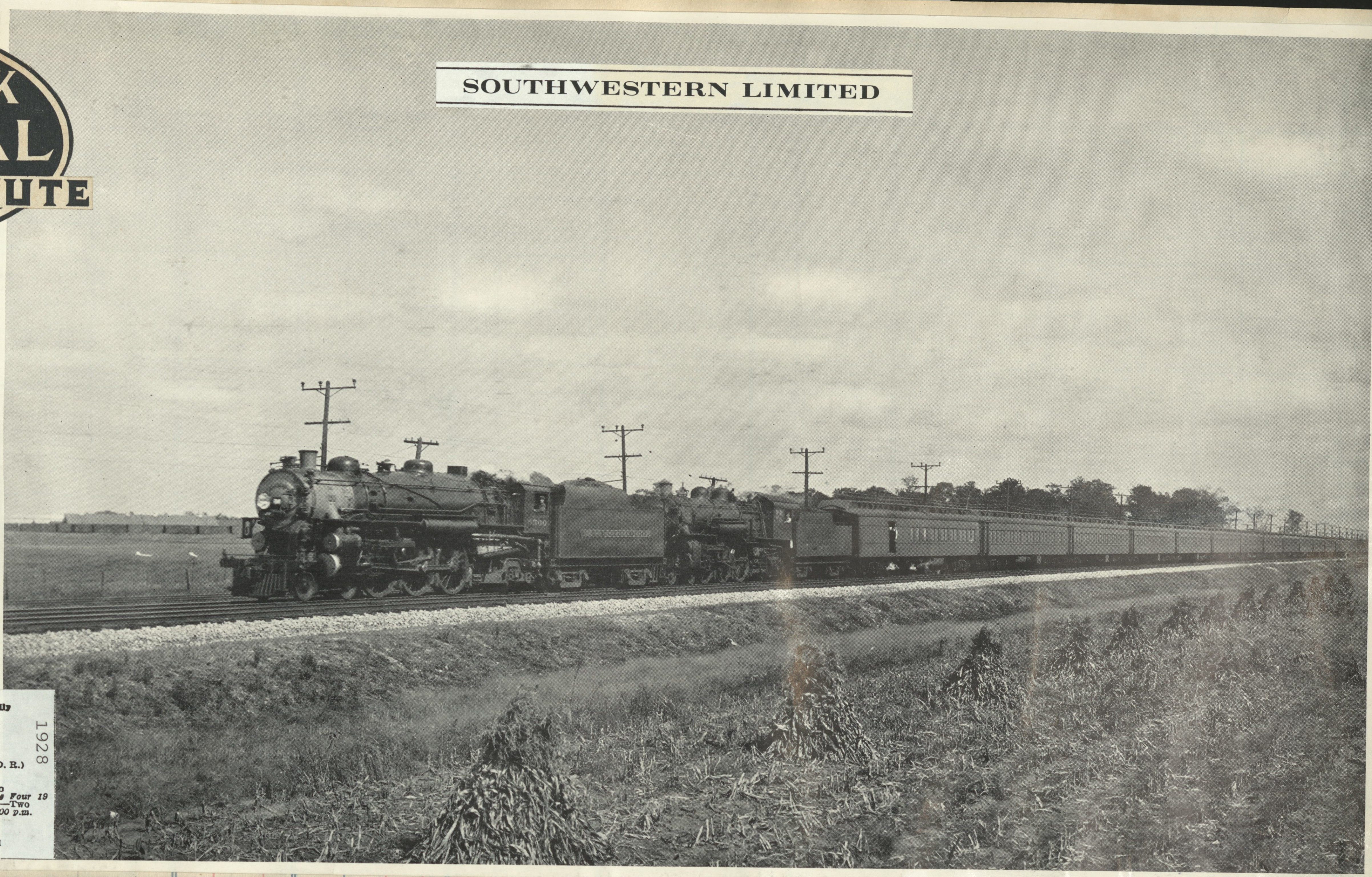
NEW YORK CENTRAL LINES

THE CLEVELAND, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY

Big Four

Sold | Amount

SOUTHWESTERN LIMITED

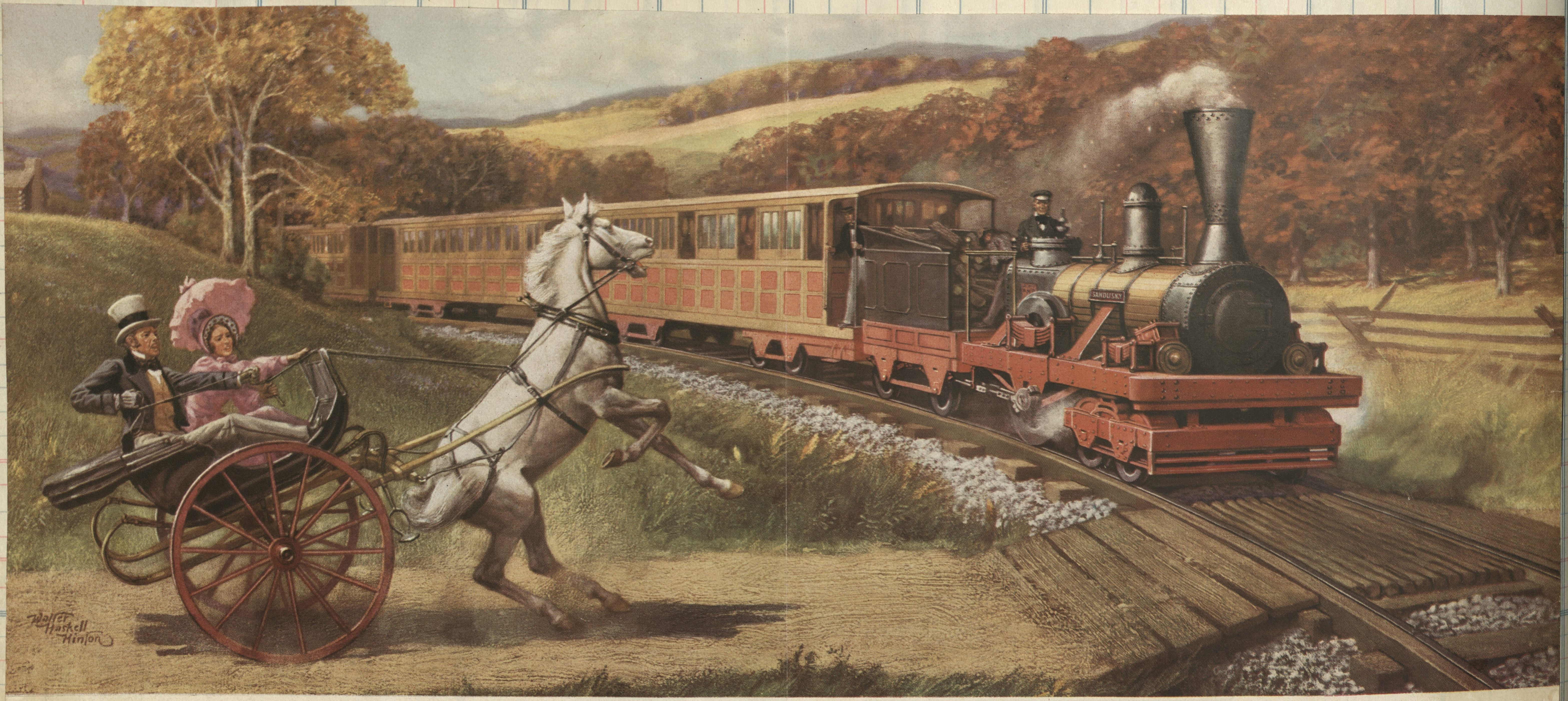


No. 11—Southwestern Limited—Daily
Via Big Four Route

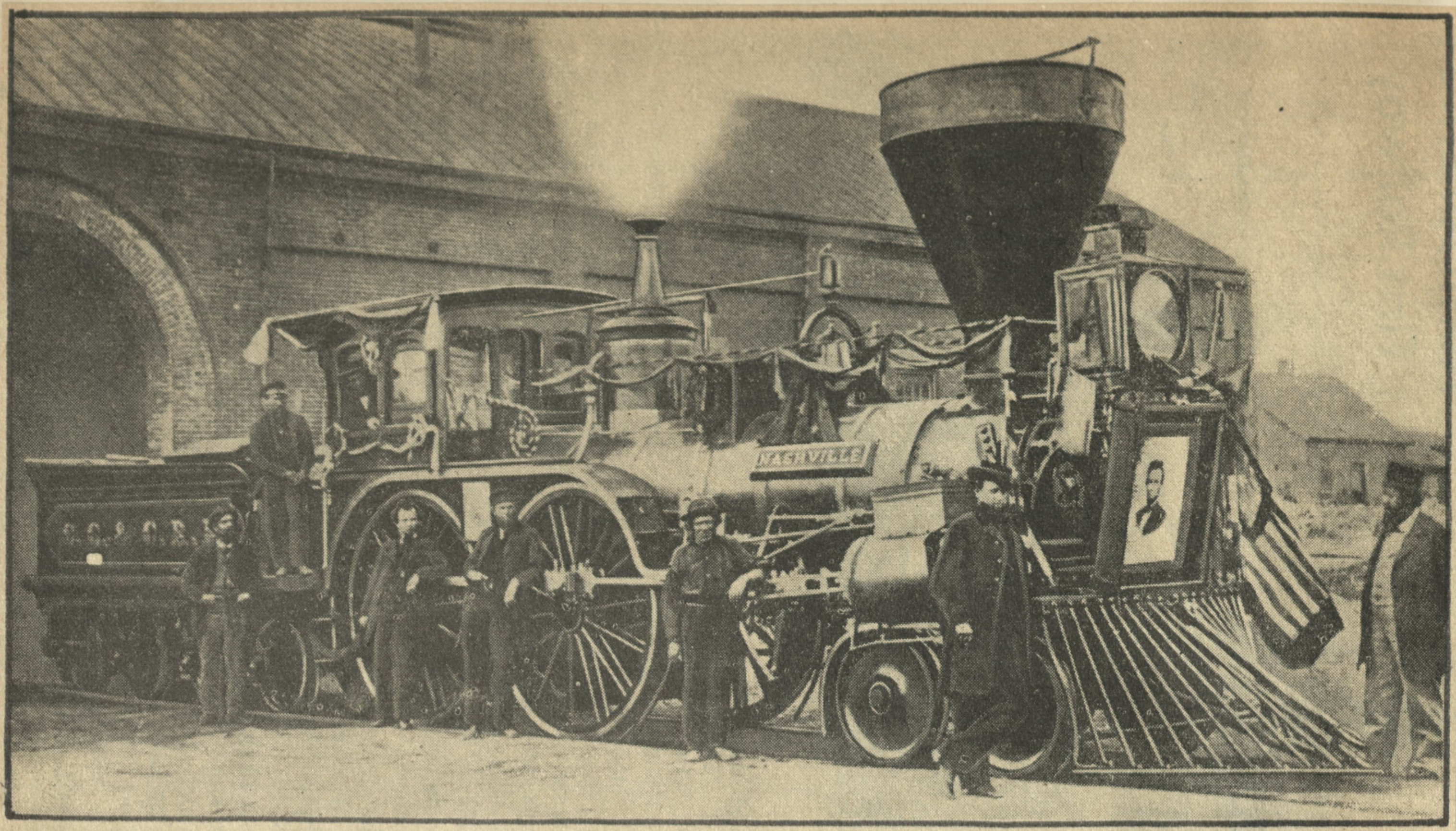
1928

Club Car
  New York to St. Louis
  Boston to Albany
Observation Sleeping Car
  New York to St. Louis (Lounge 3 Comp. 2 D. R.)
Sleeping Cars
  New York to St. Louis. (14-Sec.)
  New York to St. Louis (12-Sec. D. R.)—Two
  Boston to Cincinnati, (12-Sec. D. R.) *in Big Four 19*
  Boston to St. Louis (10 Sec.-D. R.-2 Comp.)—Two
  Buffalo to St. Louis (12-Sec. D. R.) *Open 9.00 p.m.*
Parlor Car
  Cleveland to St. Louis
Dining Car serving all meals
Pullman cars only. No coach passengers carried

Apl 1925

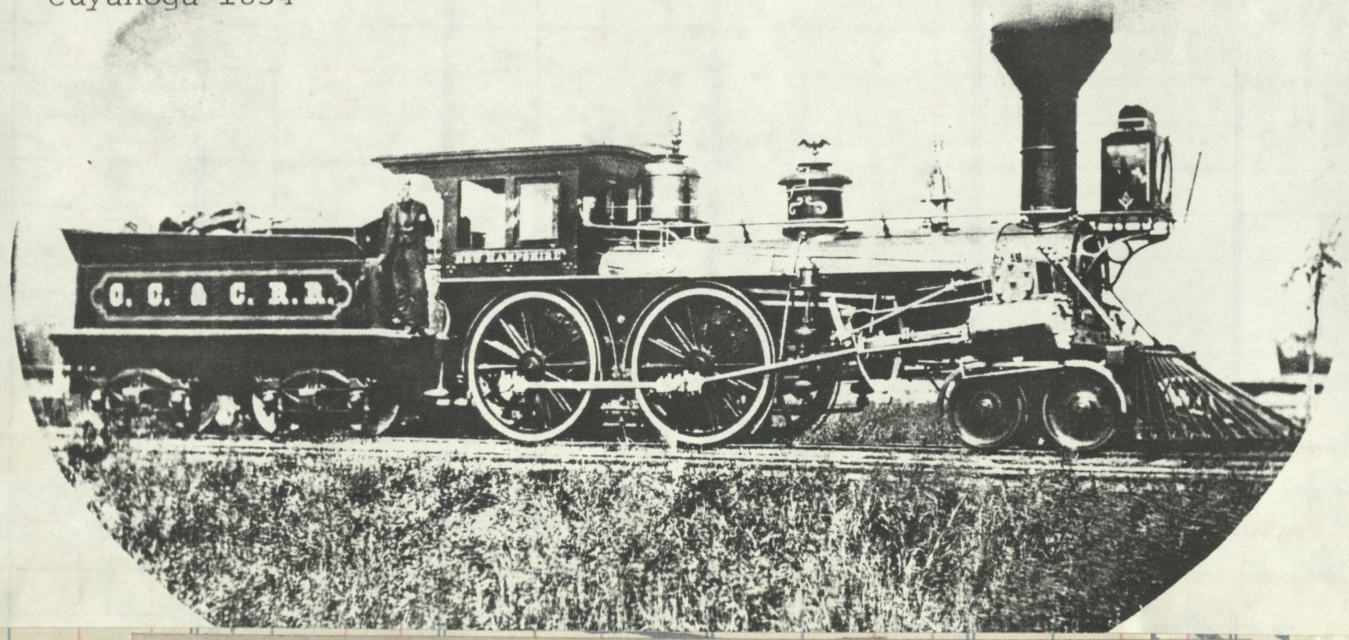


THE SANDUSKY, first engine made by Rogers, Ketchum and Grosvenor. It was finished in 1837, and was originally designed for a New Jersey line, but bought by the Mad River road of Ohio, where it arrived in November of 1837, before any track had been laid to receive it. The road was built to fit the engine, and its guage of 4' 10" dictated the width of the pioneer rail highways of Ohio.



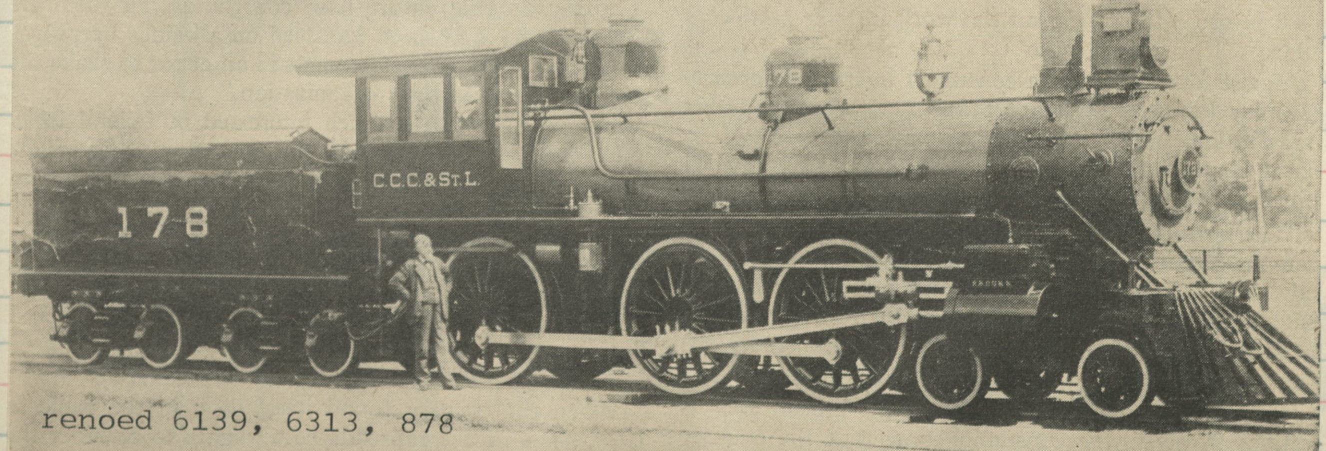
Lincoln funeral train engine. The Cleveland, Columbus & Cincinnati's Number 113 (*Nashville*), bedecked with a Brady portrait, flags and bunting for her sombre journey of 1865. She was built in '52, by the Cuyahoga Locomotive Works

Cleveland, Columbus & Cincinnati
"New Hampshire"
Cuyahoga 1854



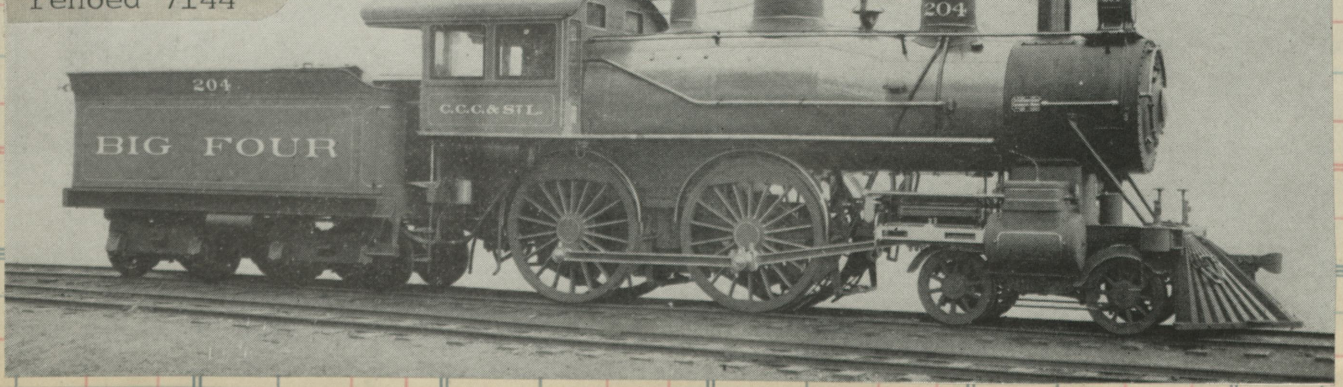
To the CCC&I #124 in 1868. Reblt as 0-4-0 in 1882 and n[illegible]32. To B/4 as #28 in 1889.

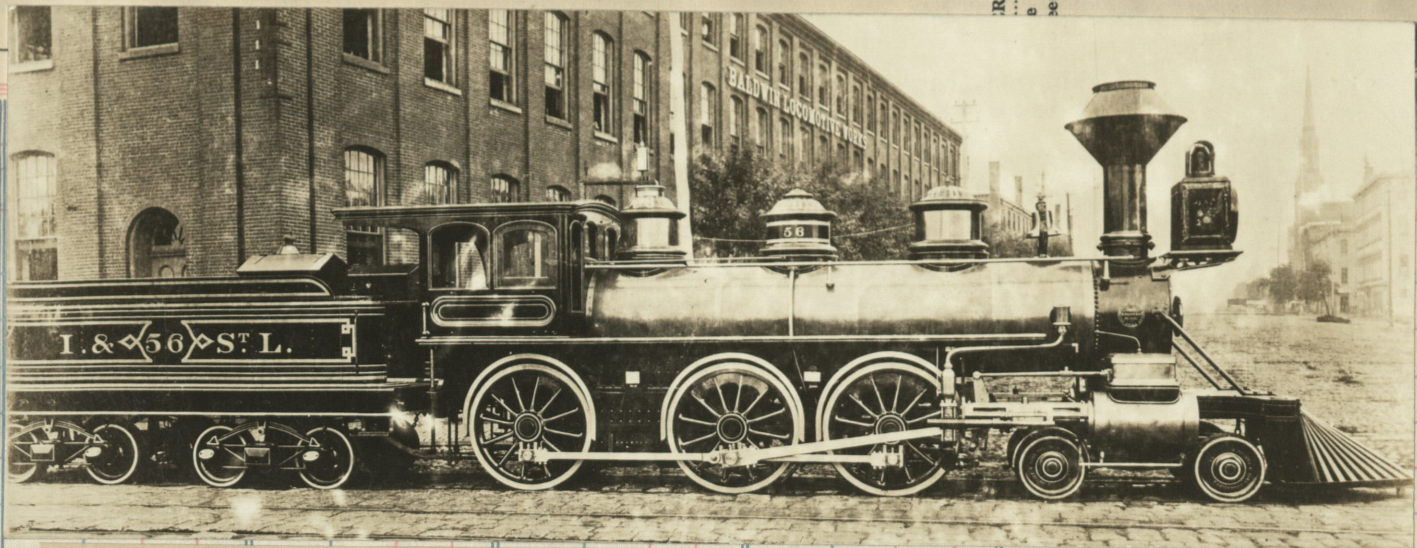
Brooks 1890 c/n 1688



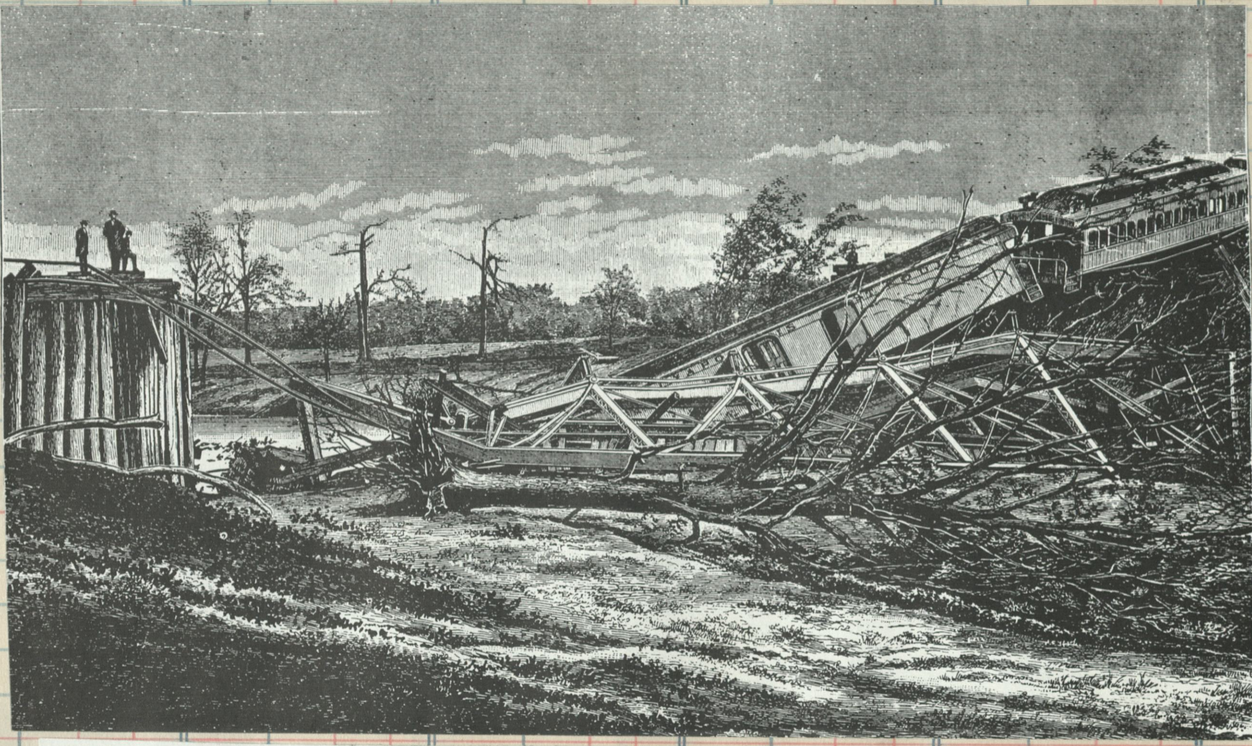
renoed 6139, 6313, 878

204-207 Schenectady 1898
c/n 4859
renoed 7144

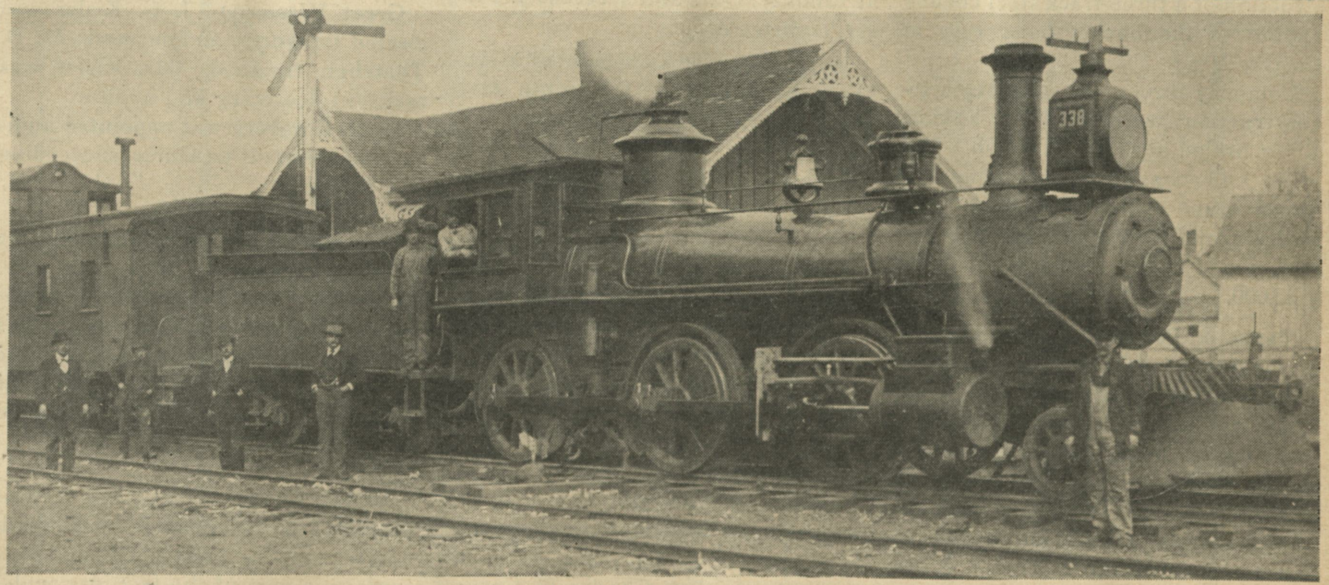




Indianapolis & StLouis 56-59 c/n 2181 Baldwin 1870 Renoed 501, 214 and B/4 293



A SPRING FRESHET near Cincinnati washed out the iron truss bridge on the Indianapolis & St. Louis Road at Hillsboro, Ohio in 1893.

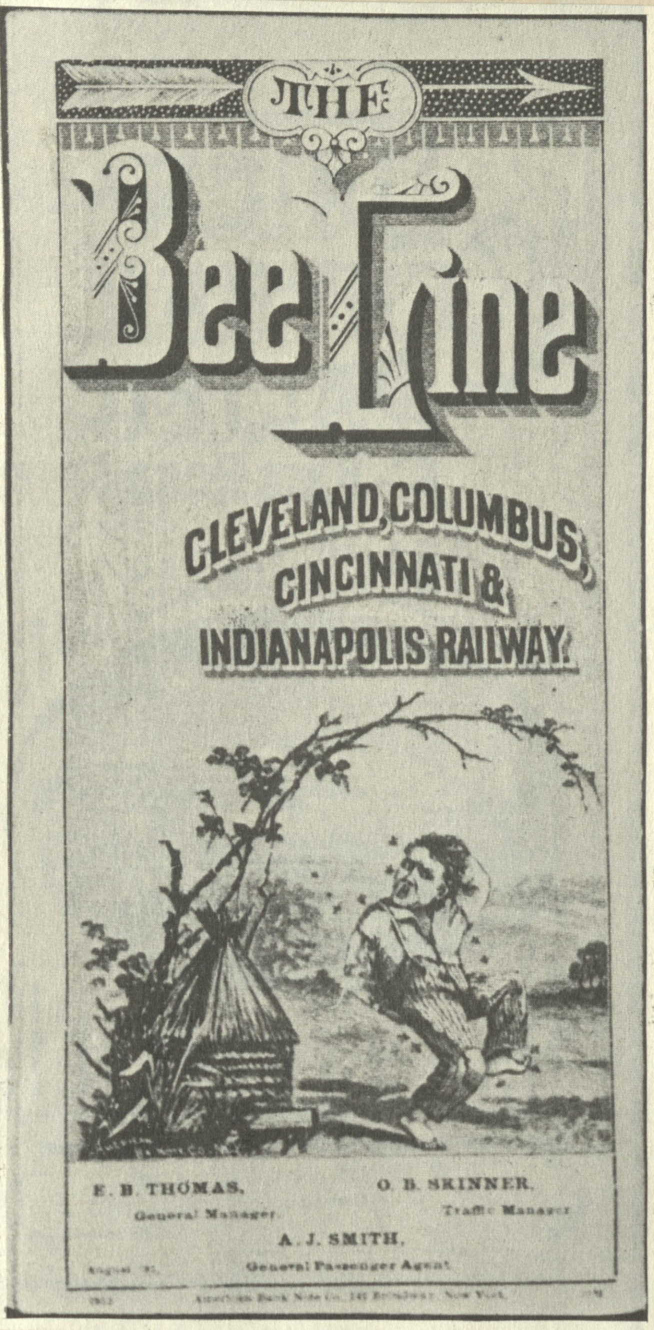


OLD SANKY MOGUL ON THE BIG FOUR

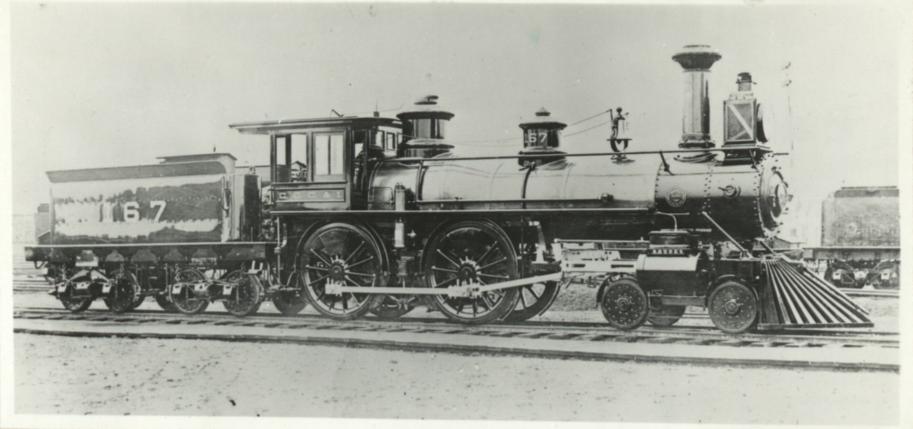
Old timers on Big Four will remember the Sanky moguls, of which locomotive 338, photographed at Hutsonville, Ill., about 1896, is a sample. It was operated on the old Cairo division, now known as Illinois division of the New York Central. This class of engine was also used on the St. Louis division in the late 1880's and transferred to the Cairo division in 1892. At the cab window of 338 is Asa Johnston, engineer, who passed away many years ago. In the gangway is Brother C. I. Voigt, Div. 400, still in service.

Blt by CCC&I 1883 as their #638. To B/4 #338, class E-62c, later #6341. Sold to Central Indiana #4 in 1916

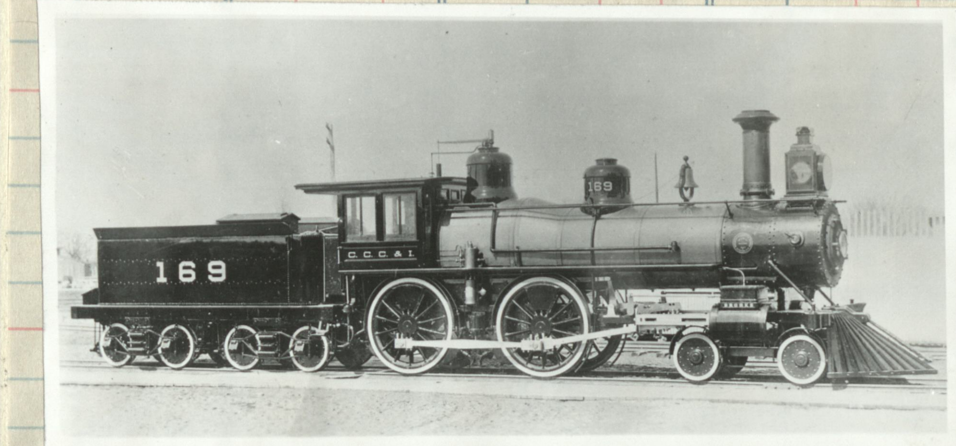
A scene from the Golden Age (111)


THE
Bee Line
CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS RAILWAY.

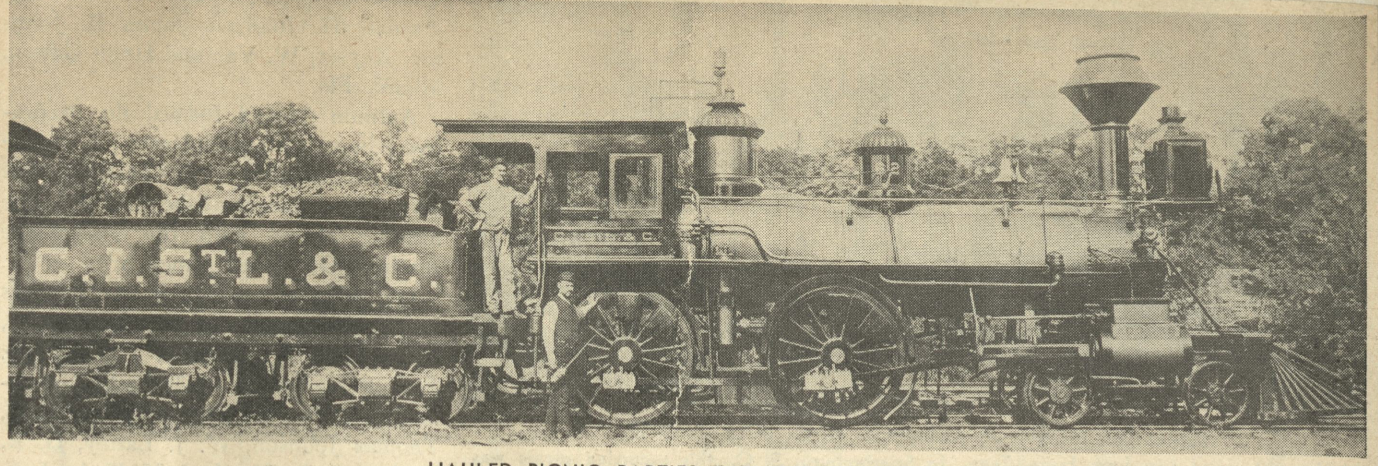
E. B. THOMAS, General Manager.
O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agent.



165-168 c/n 1099 Brooks 1886
Renoed 124, B/4 7068



169-170 c/n 1205 Brooks 1887
Renoed 126, B/4 7100

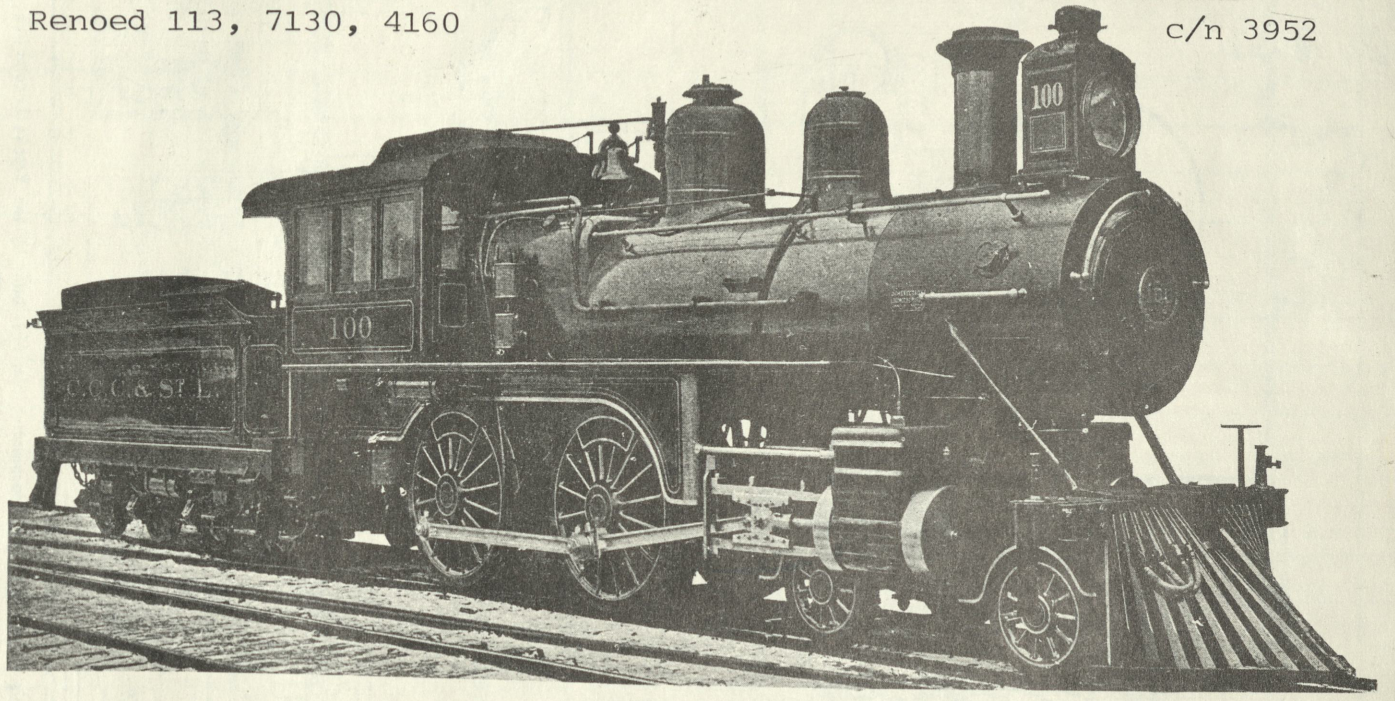


HAULED PICNIC PARTIES OUT OF CINCINNATI

Locomotive 62 of the Whitewater Valley division of the C. I. St. L. & C., now the Big Four, was photographed in 1884, when it was frequently assigned to carry picnic parties. Standing beside the driver is Brother Simon Bouse, Div. 492, who has passed away, and in the gangway is Brother W. E. Moltz, Div. 245, at that time fireman and now retired, who lent the photograph.

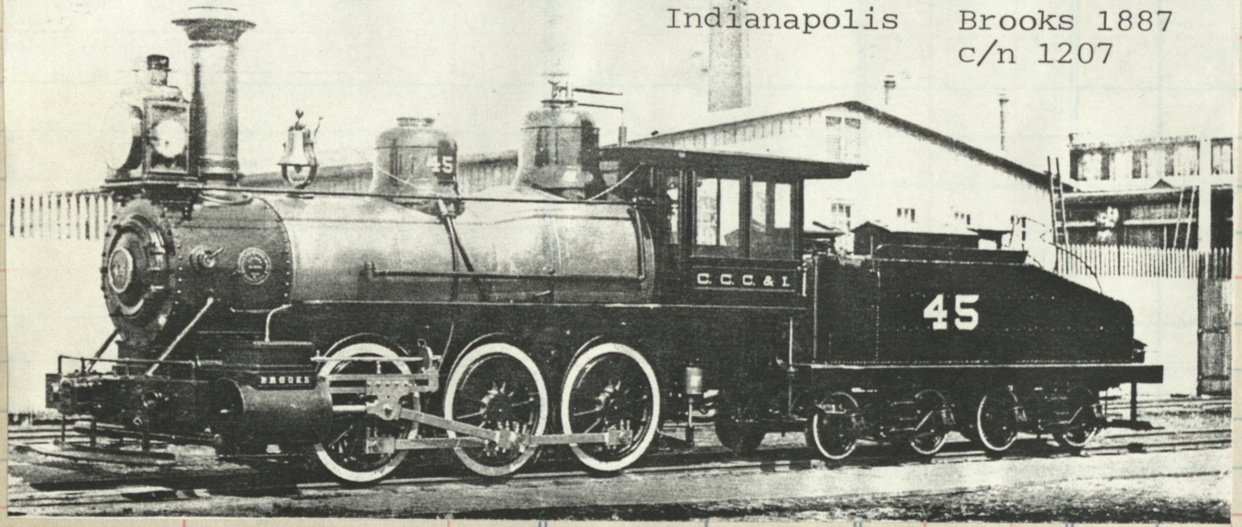
Built as Cincinnati, Lafayette & Chicago #3, "E.Earl", by Rogers 1872 c/n 1980. To Cincinnati, Indianapolis, St Louis & Chicago #62 [as shown] in 1880. Became B/4 #247 in 1889.

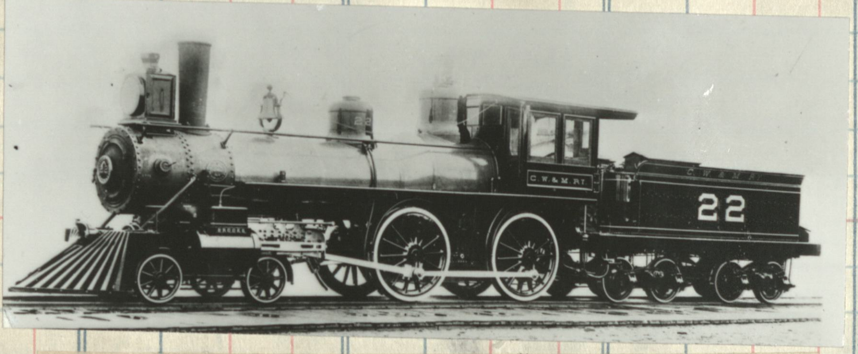
Renoed 113, 7130, 4160 c/n 3952



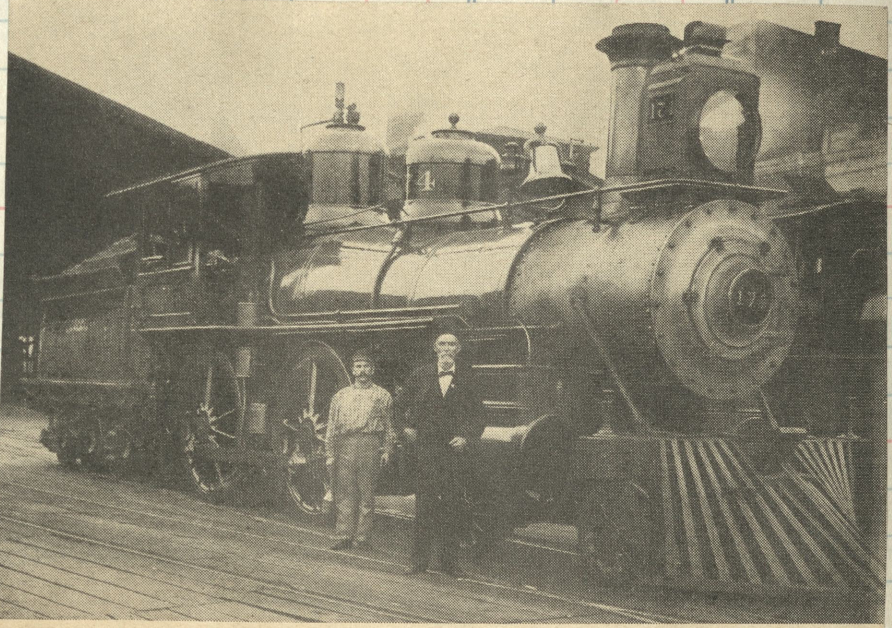
Cleveland, Cincinnati, Chicago & St. Louis No. 100 passenger locomotive, Class Y, built by the Schenectady Locomotive Works, January 1893.

Cleveland, Columbus, Cincinnati & Indianapolis Brooks 1887 c/n 1207





Cincinnati, Wabash & Michigan
Brooks 1889 c/n 1525 To B/4 622, 7092

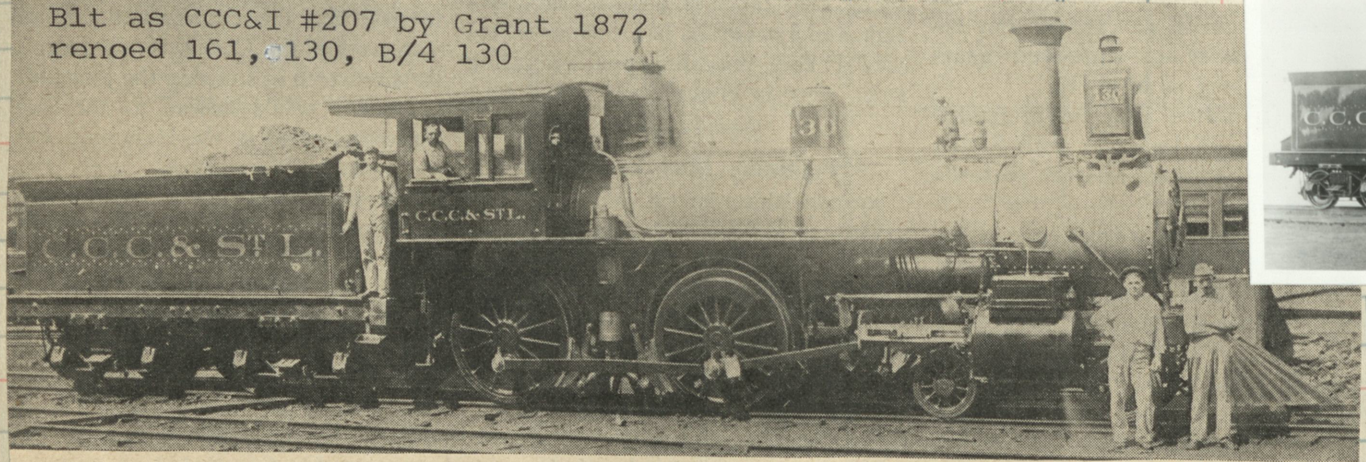


ENGINE 174 OF BIG FOUR IN HER PRIME 45 YEARS AGO

This locomotive ran between Indianapolis, Ind., and Cincinnati, Ohio, for the Big Four Railroad. Standing beside the engine are Tom Moakley, engineer, deceased, and Brother Louis D. Bentel, retired, of Div. 773. Brother Bentel was then acting as fireman on the 174.

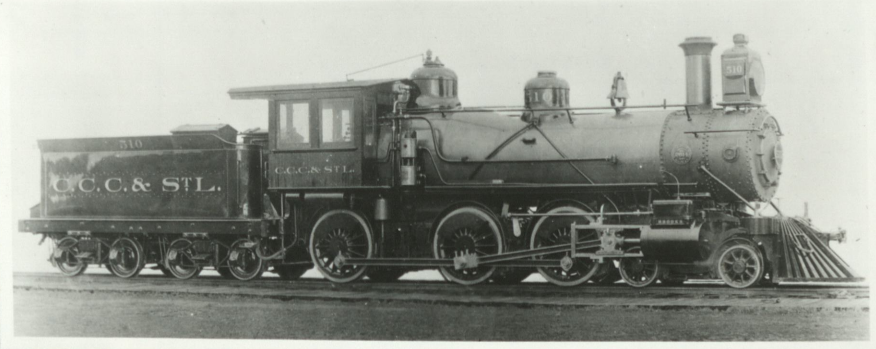
Built by Brooks 1881 as C.I.StL.& C. 2nd #15 c/n 492. To B/4 #174 in 1889, later reblt and noed 7052.

Blt as CCC&I #207 by Grant 1872
renoed 161, 130, B/4 130

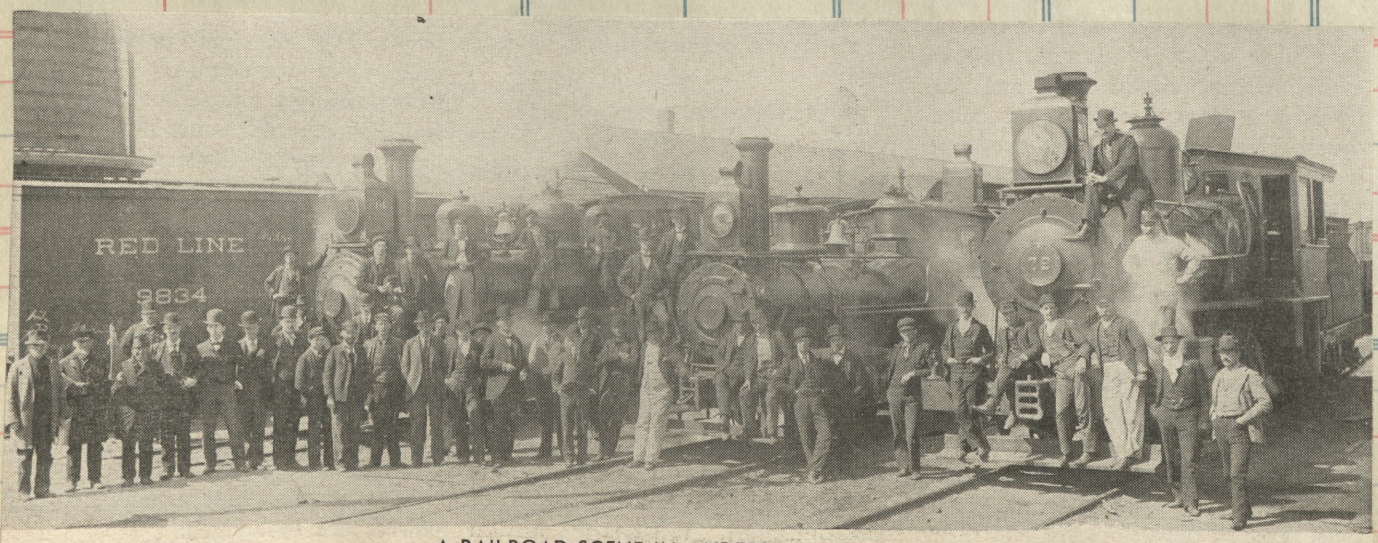


PHOTOGRAPHED 47 YEARS AGO

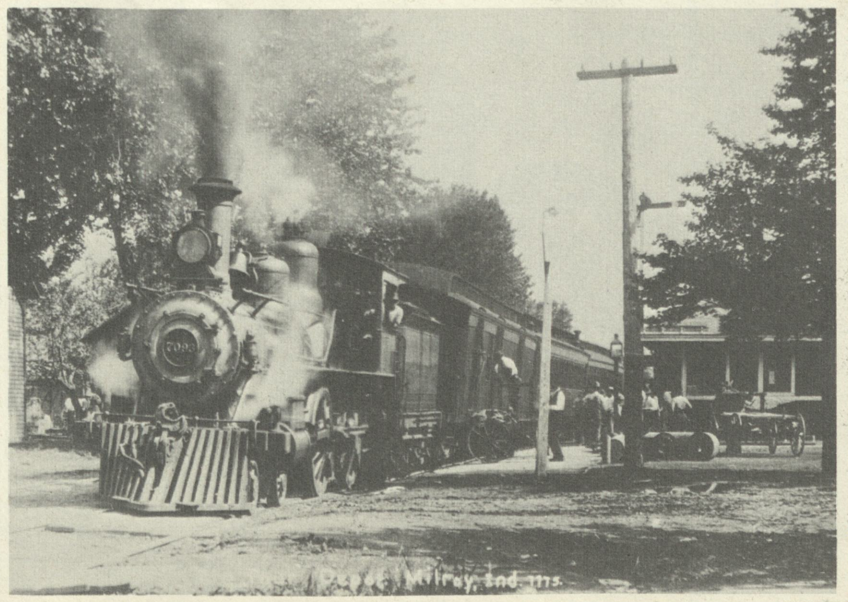
Locomotive 130 pulled trains 15 and 16 between Indianapolis, Ind., and Cincinnati, Ohio, in 1893 on the Big Four Railroad. Brothe E. M. Jenkins, Div. 708, who is standing in the gangway, was firing. The locomotive was rebuilt by F. M. Lawler at Brightwood, Ind., shops



[P&E] 510-513 F-68 c/n 2614 Brooks 1895
Renoed B/4 6230

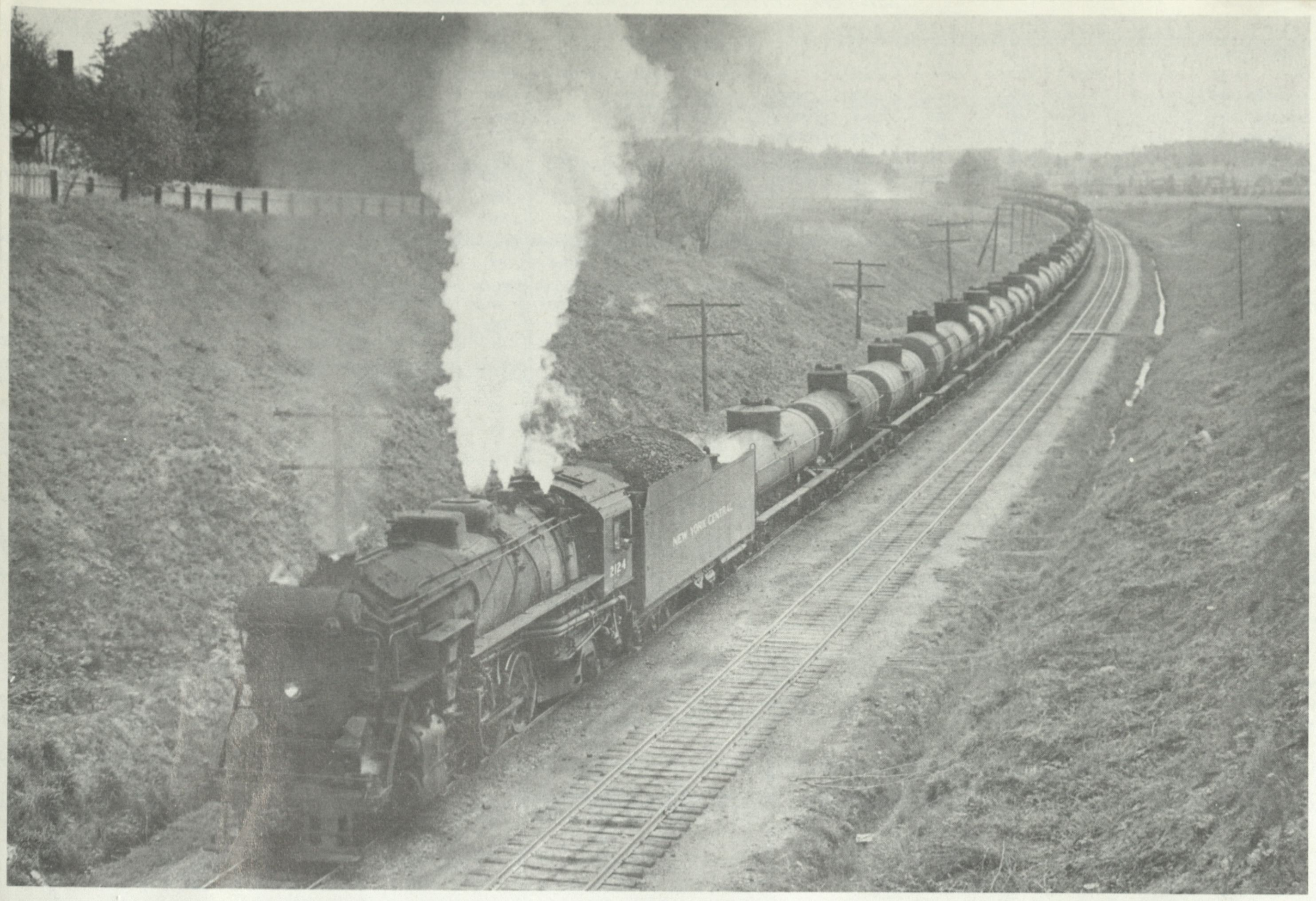


A RAILROAD SCENE IN ANDERSON, IND., IN 1897



The 7093 with Trn #34 at
Milroy, Ind. in 1910

151



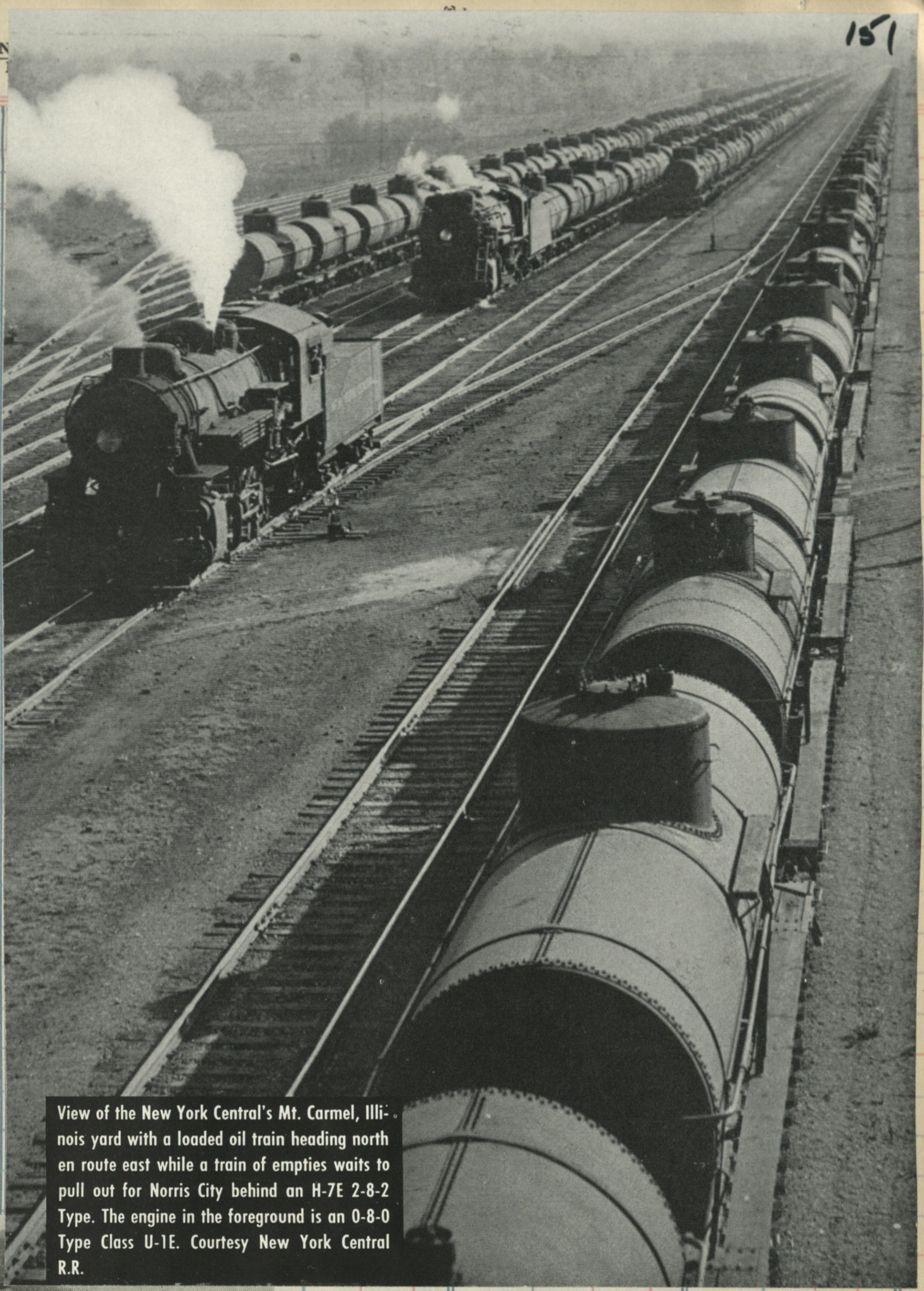
H10a #2124 on a wartime oil train near Norris City, Illinois, April 1943. NYC photo by Ed Nowak, Curl collection.

MARCH 1943

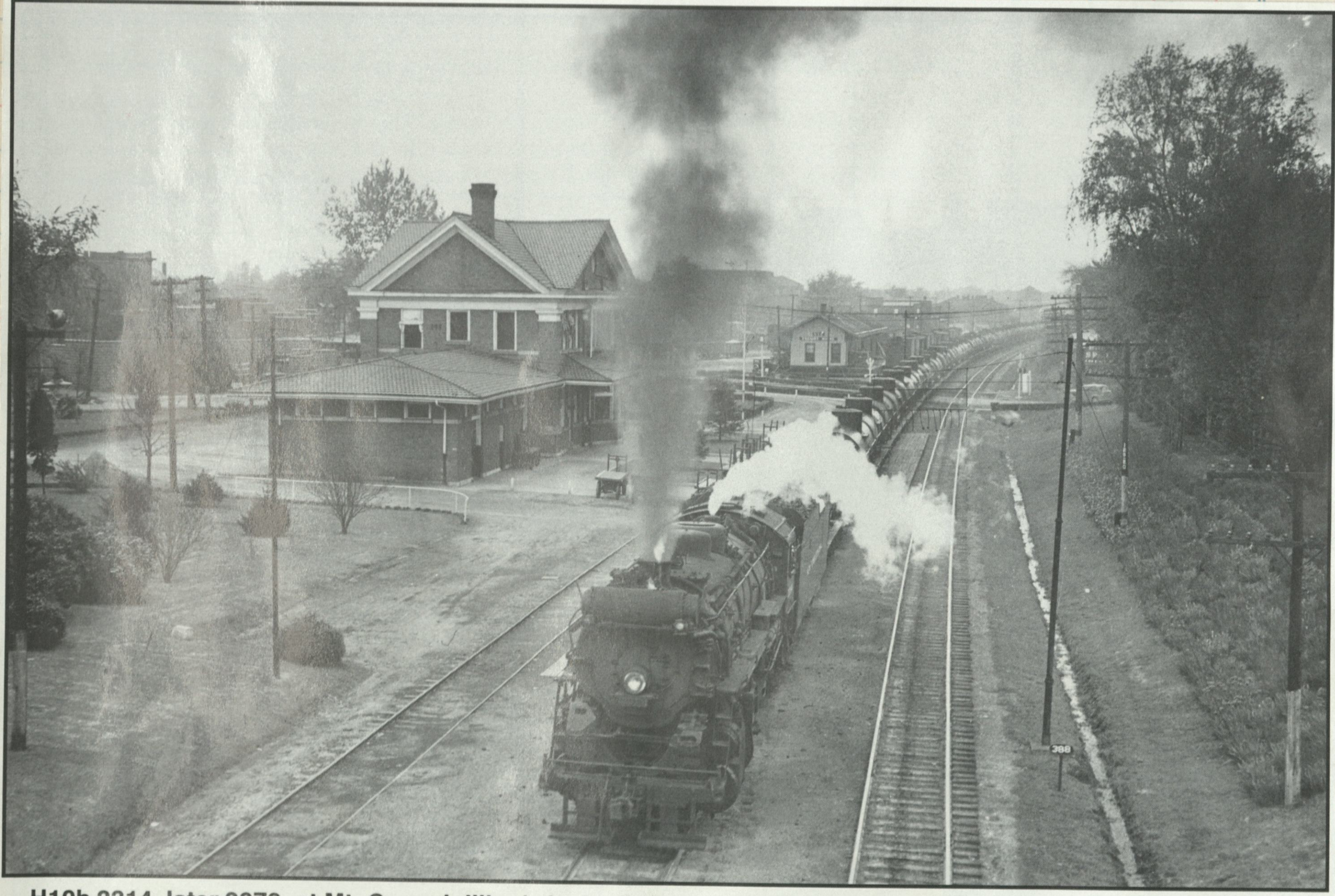
The Month

★ Expect oil shipments to reach 900,000 barrels a day.

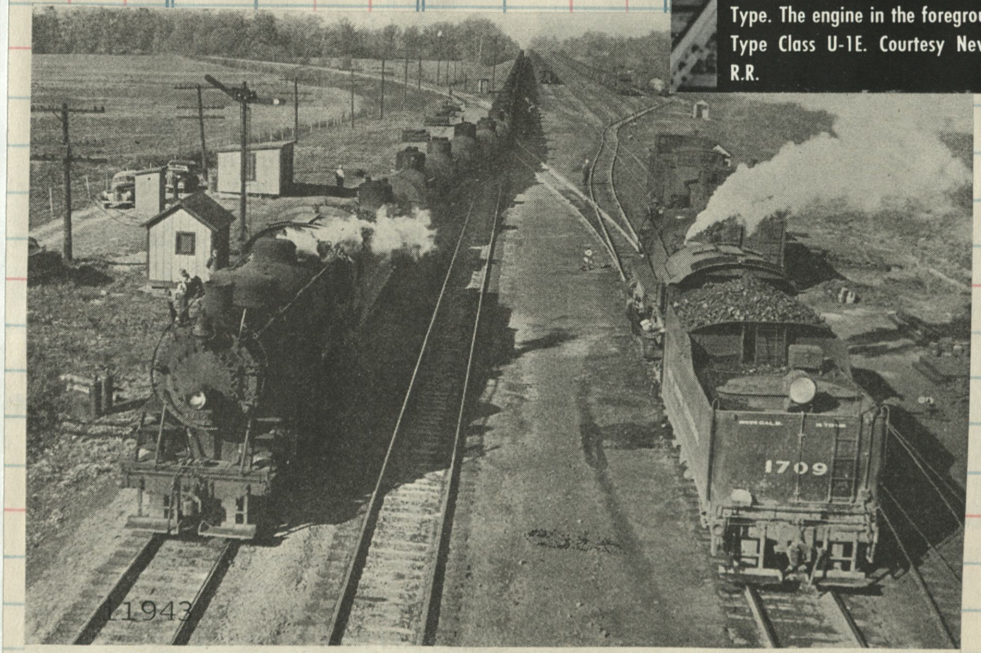
★ It is expected that this month all-rail oil movement figures to the East Coast area will average well over 900,000 barrels daily and that by Fall the figure will be increased to approximately one million. The latter figure is dependent, in part, on the number of new locomotives delivered, 600 now estimated as marked for delivery with a probable three to four hundred more on the way as a result of unfilled orders for 1942. New methods to increase oil-by-rail shipments are now well under way. A 39-car train of box cars loaded with oil-filled metal drums recently arrived in Boston. By using this method on a large scale an additional 20,000 barrels of oil can be delivered daily to the East Coast region. Pipe-line deliveries to Midwest oil-loading centers now total 160,000 barrels per day and a new line from Texas to Norris City, Ill., is delivering 130,000 barrels. This newest pipe line allows an increased 43,000 barrels daily to be shipped by rail, for it releases tank cars formerly used on long round trips to Southern oil fields. Work is to start this month on another pipe line from Texas to the Midwest rail-loading centers. Completion is planned for the line by Fall providing lack of material does not interfere with construction. It is expected that an additional 100,000 barrels daily can be shipped by rail when the pipe line reaches peak delivery to Midwest gateways.



View of the New York Central's Mt. Carmel, Illinois yard with a loaded oil train heading north en route east while a train of empties waits to pull out for Norris City behind an H-7E 2-8-2 Type. The engine in the foreground is an 0-8-0 Type Class U-1E. Courtesy New York Central R.R.

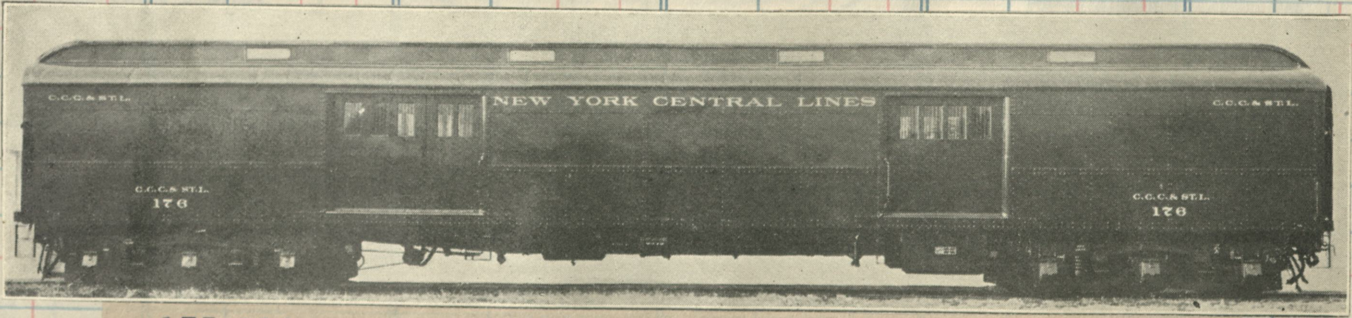


H10b 2314, later 2072, at Mt. Carmel, Illinois in April 1943 with a northbound oil train from Norris City, Illinois.

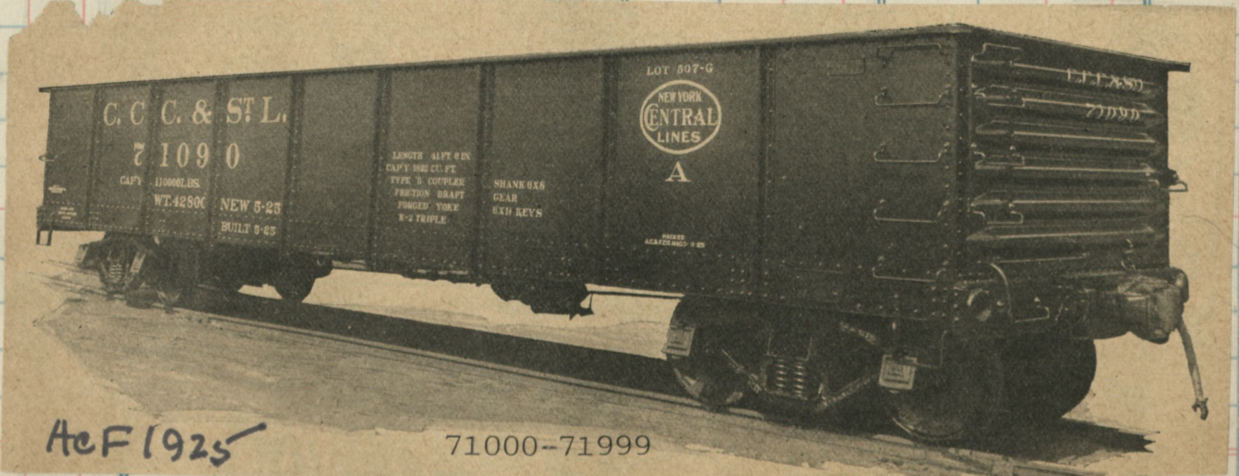


1943

More Than 1,000 Cars of Oil Per Day Were Handled on the N. Y. C. Cairo Division

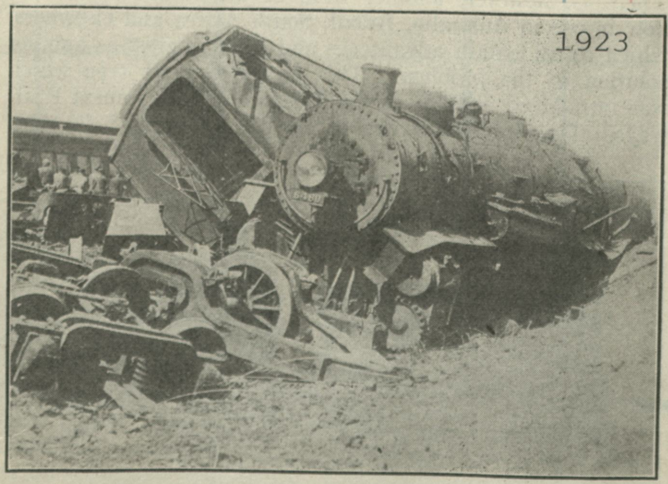


175-184 70' American Car & Foundry 1924



AcF 1925

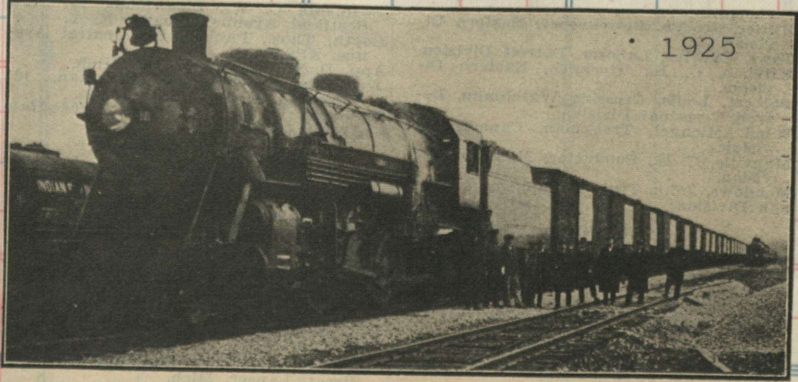
71000-71999



1923

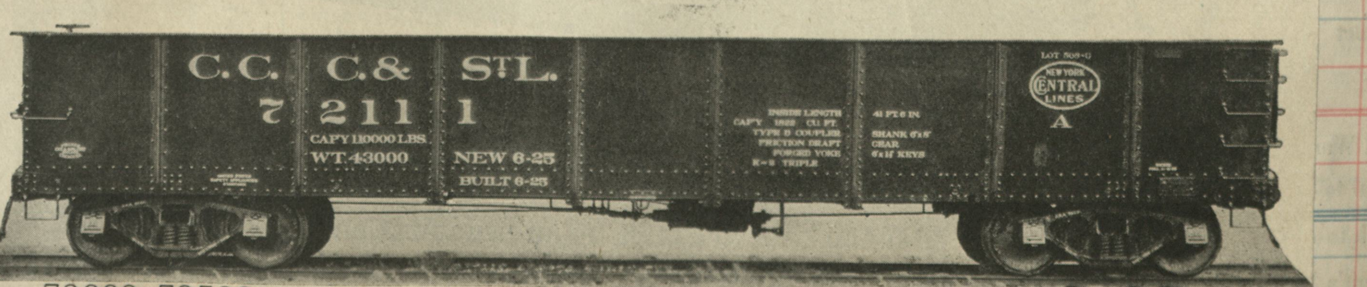
P. & A. Photo

Train 11 of the Big Four Wrecked by Automobile; Eight Persons Killed



1925

Trainload of Havoline oil shipped over Big Four Route from Lawrenceville, Ill., to New England recently, on order of the Indian Refining Co.

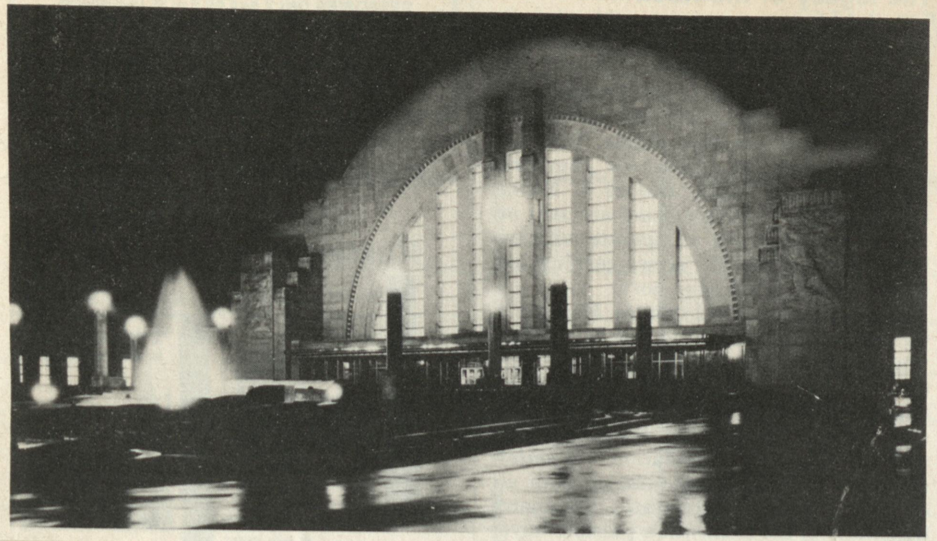


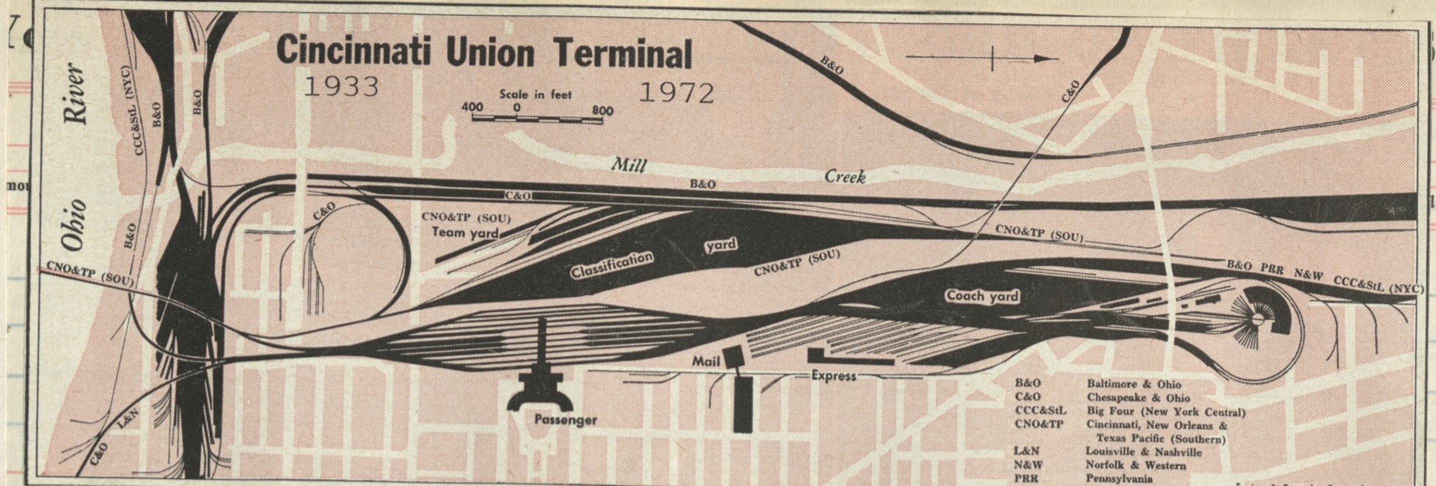
72000-72500

PULLMAN 1925

152

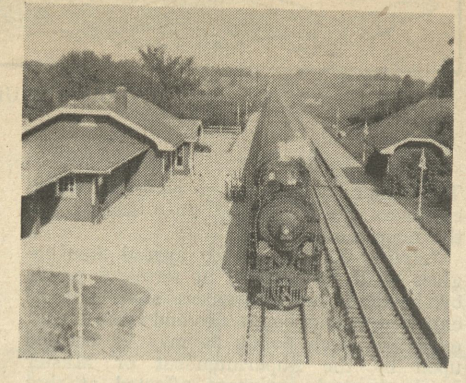
Cincinnati Union Terminal




Cincinnati Union Terminal
1933
1972
Scale in feet
400 0 800
Ohio River
Mill Creek
B&O
C&O
CCC&StL (NYC)
CNO&TP (SOU)
L&N
Team yard
Classification yard
Coach yard
B&O PRR N&W CCC&StL (NYC)
Mail
Express
Passenger

B&O Baltimore & Ohio
C&O Chesapeake & Ohio
CCC&StL Big Four (New York Central)
CNO&TP Cincinnati, New Orleans & Texas Pacific (Southern)
L&N Louisville & Nashville
N&W Norfolk & Western
PRR Pennsylvania

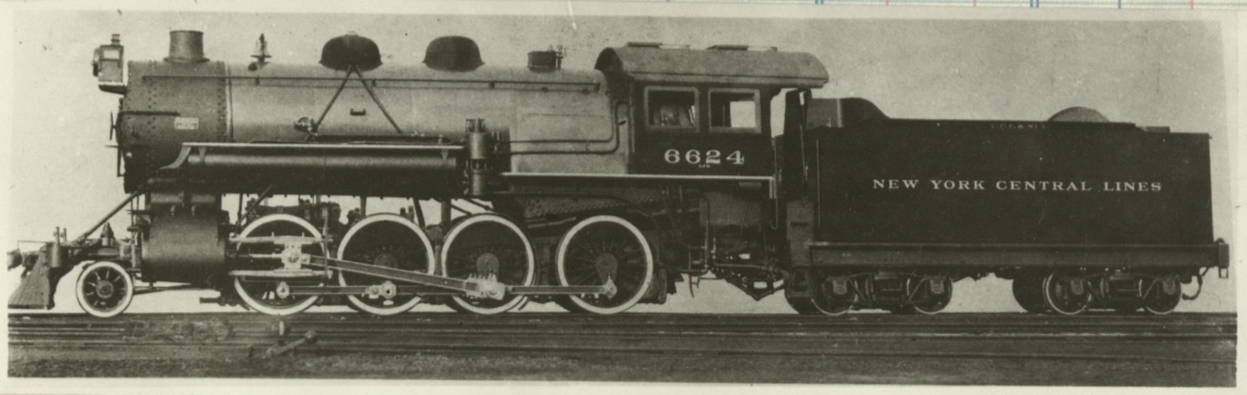
Trains & Travel—D. A. Strassman



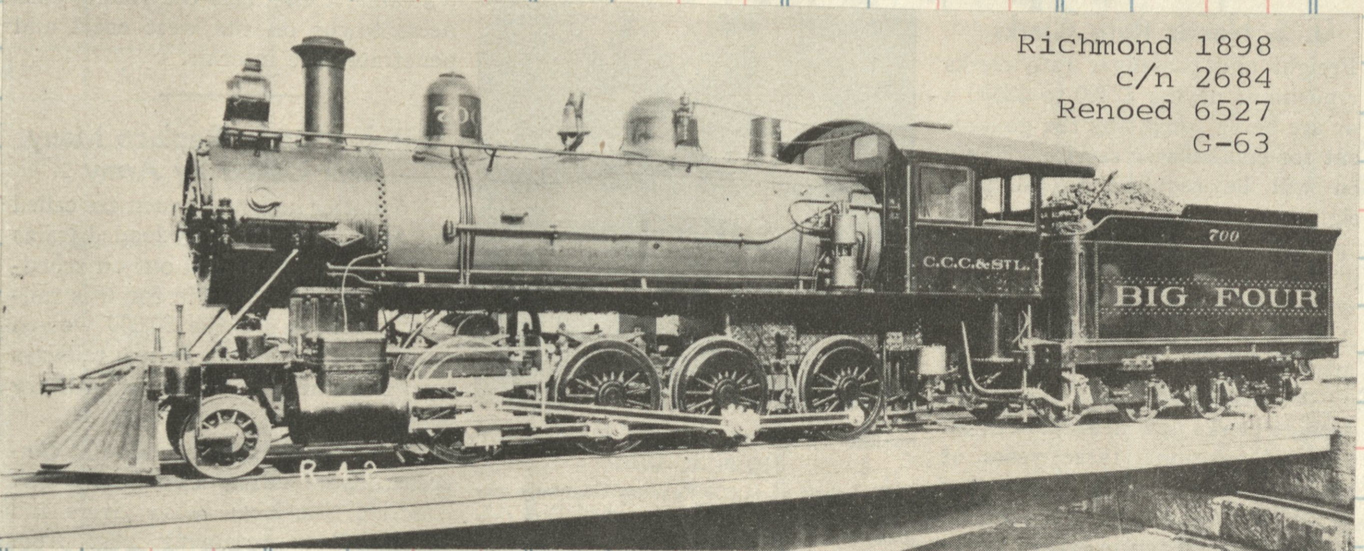
Edward J. Herb

BIG FOUR'S ENGINE 3401 PULLING PASSENGER TRAIN OUT OF SIDNEY, OHIO

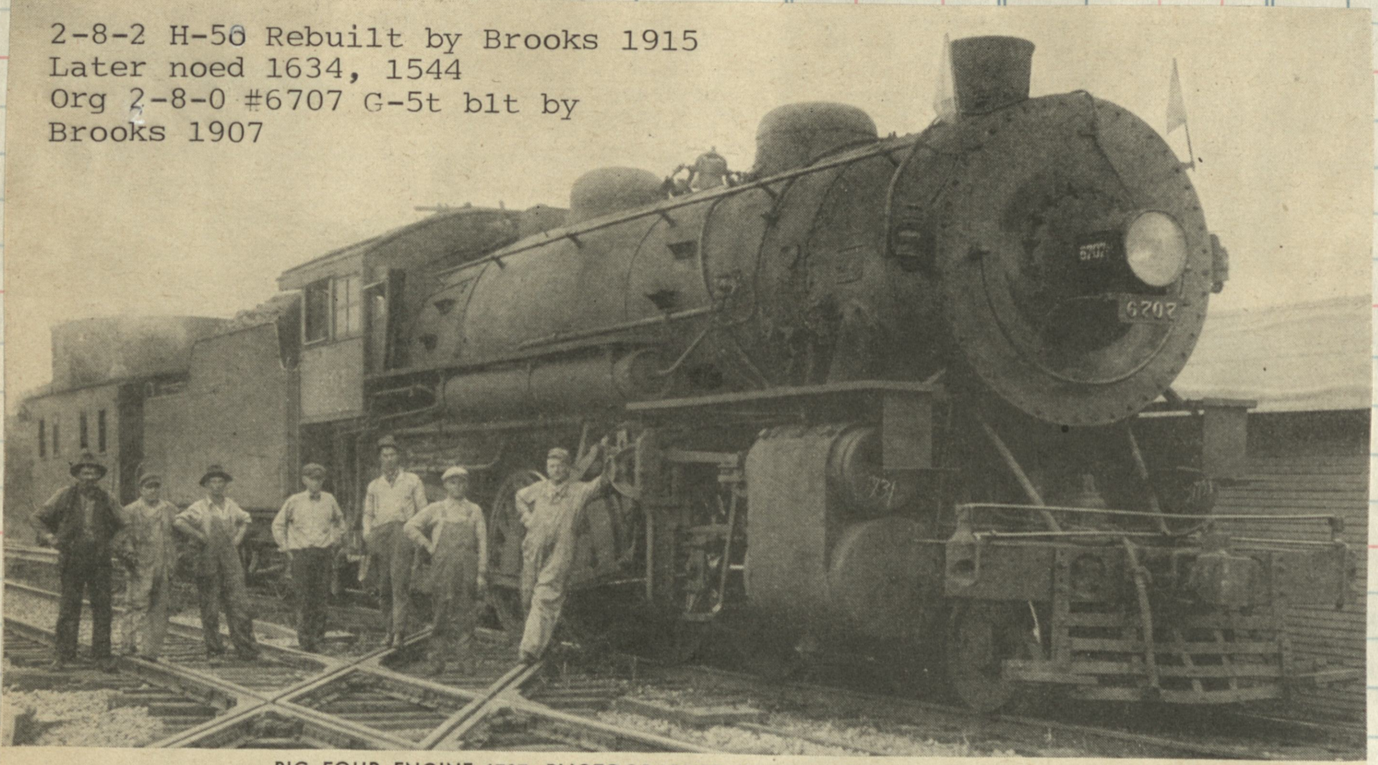
Clos. No.	Sold	Amount


6624
NEW YORK CENTRAL LINES

6618-6646 G-5h c/n 38482 Brooks 1905
Reblt by Brooks 1913 to H-5L 2-8-2 noed 6962, 6022, P&E 28


700
C.C.C.&St.L.
BIG FOUR

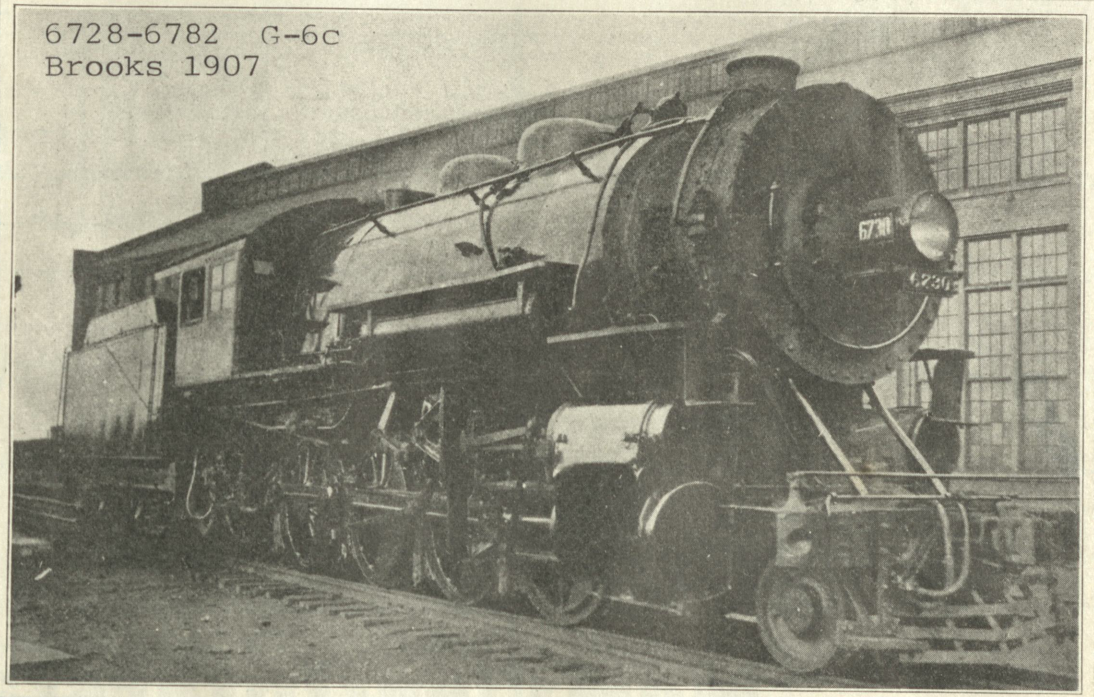
Richmond 1898
c/n 2684
Renoed 6527
G-63



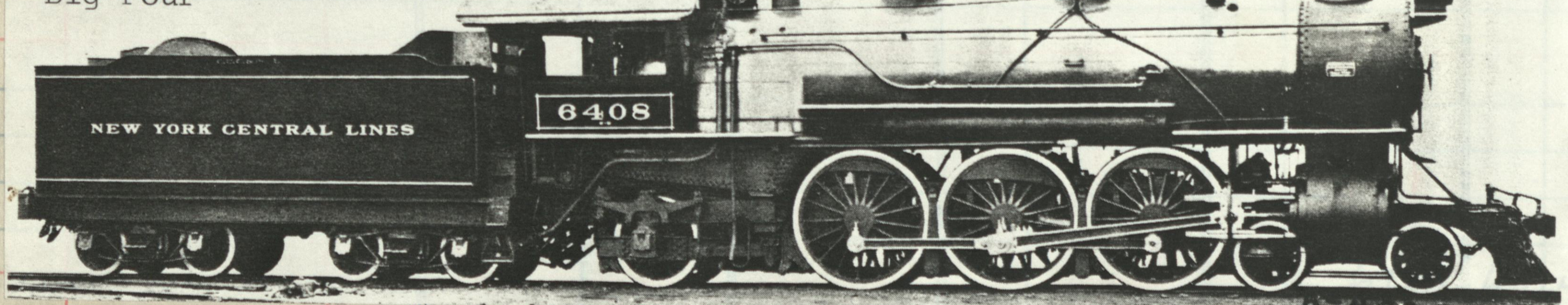
2-8-2 H-56 Rebuilt by Brooks 1915
Later noed 1634, 1544
Org 2-8-0 #6707 G-5t blt by
Brooks 1907

BIG FOUR ENGINE 6707, PHOTOGRAPHED IN 1917 AT NEW LONDON, OHIO

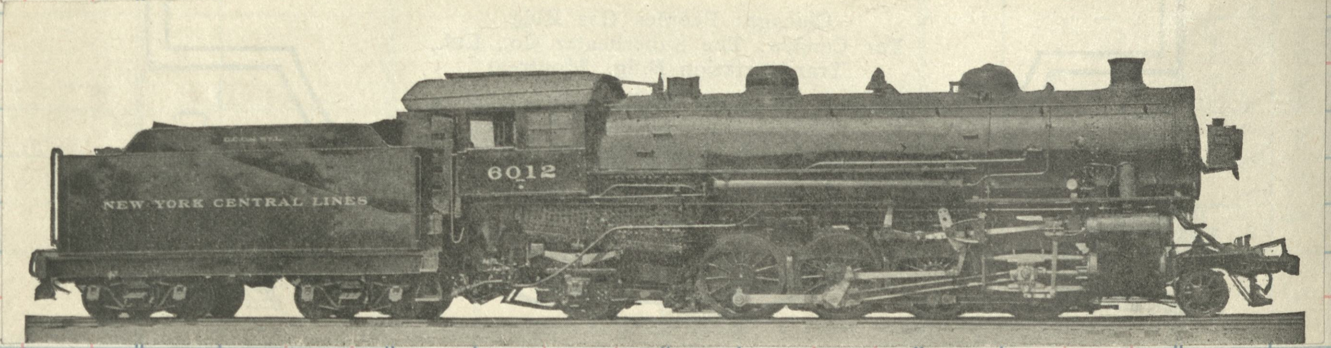
This was the regular freight engine operated at that time by Brother Tom P. Flave, Local Chairman, Div. 318. He is leaning against the engine. Second from left is Brother Carl Geiz, fireman, and fifth from the left is Brother Joe Schadler, conductor.



6728-6782 G-6c
Brooks 1907


NEW YORK CENTRAL LINES
6408

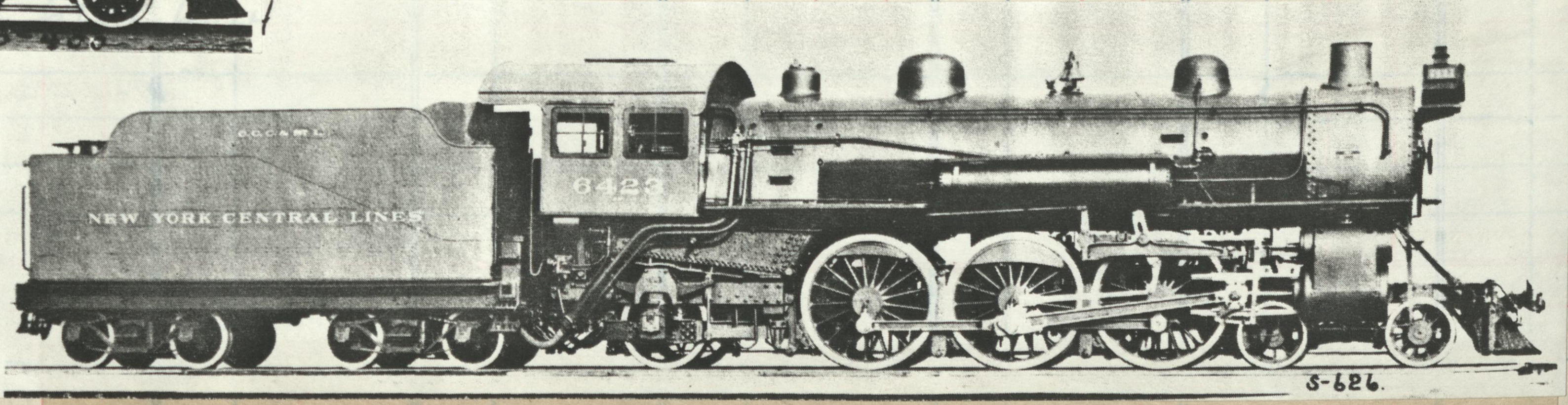
6400-6409 K c/n 38474 Brooks 1906
First 4-6-2's on the
Big Four


NEW YORK CENTRAL LINES
6012

Rebuilds 6010-6019 by LIMA in 1914 class H-5L
6012 was former 2-8-0 #6641 blt by Brooks 1905

Greencastle, Ind.

Tracks at Interlockings Are Signaled for Train Movements in Both Directions

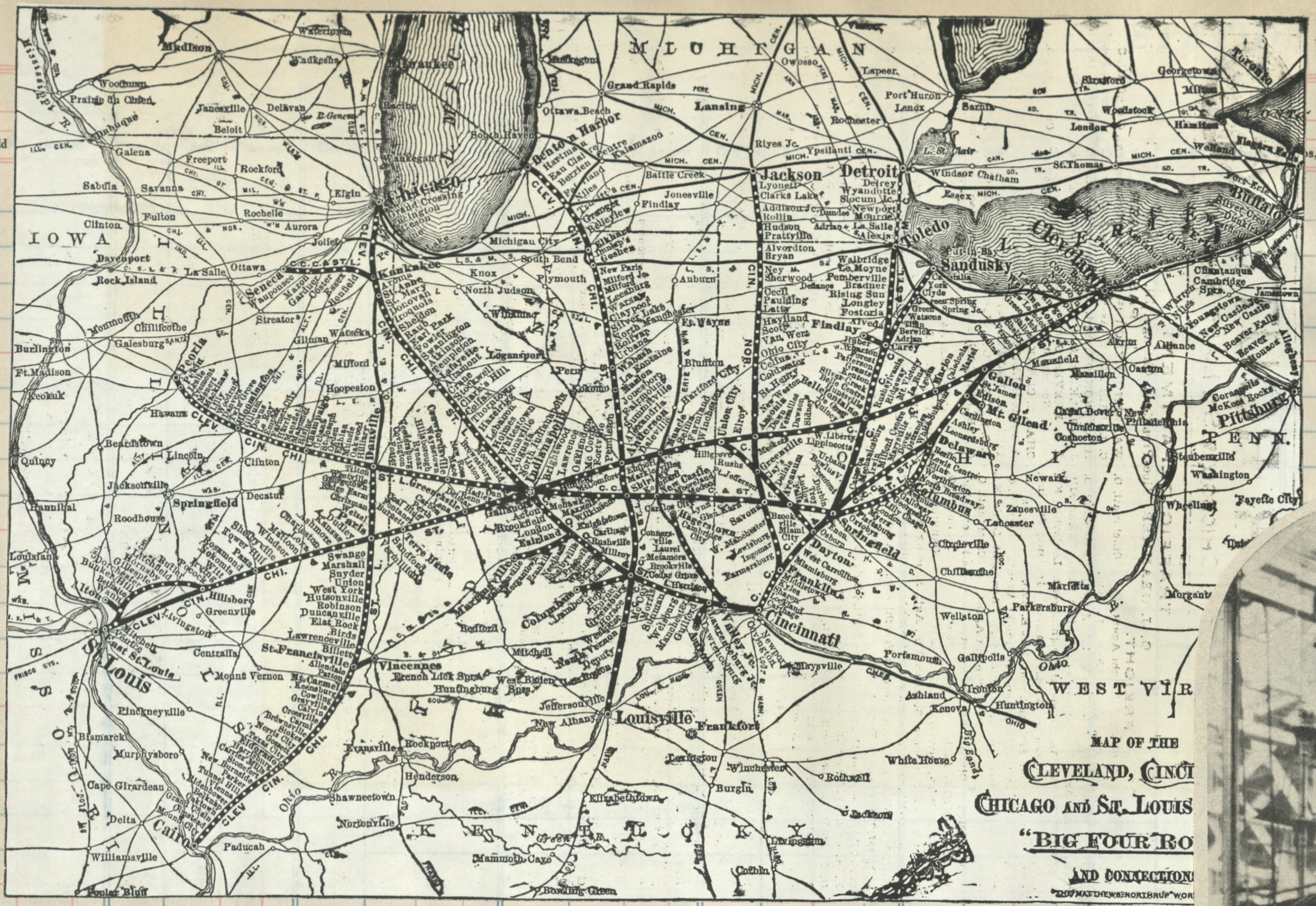

NEW YORK CENTRAL LINES
6423

S-626.

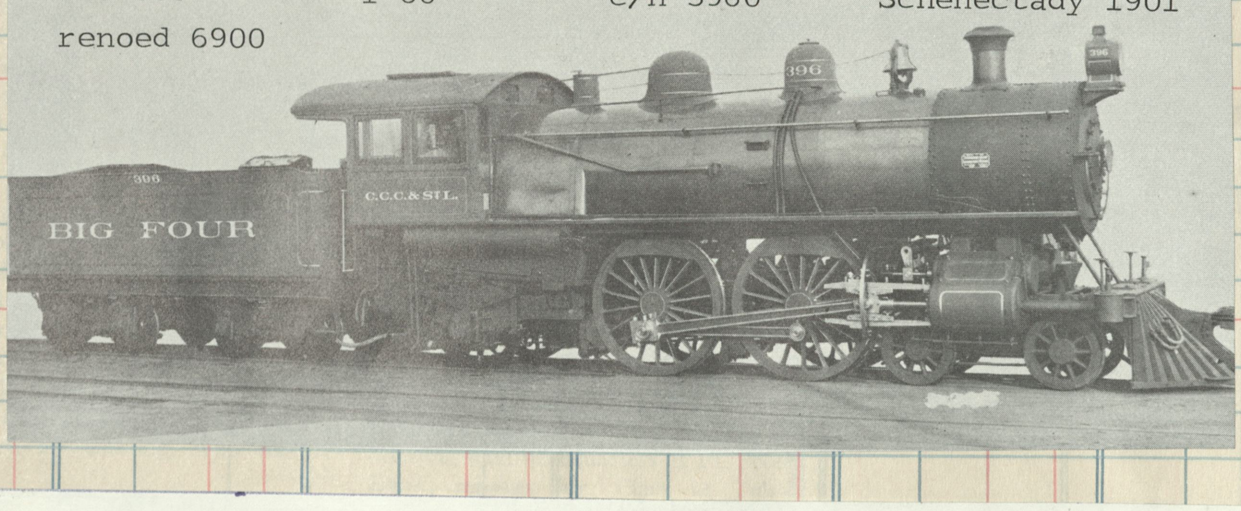
6420-6424 Kf c/n 46271 Schenectady 1909

NEW YORK CENTRAL LINES

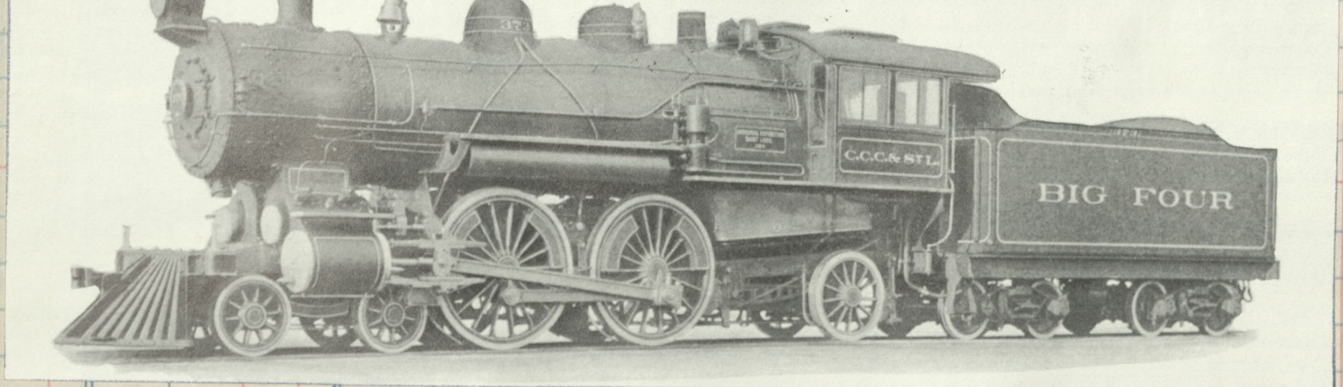
6425-6434
c/n 47533
Schen 1910


MAP OF THE
CLEVELAND, CINCI
CHICAGO AND ST. LOUIS
"BIG FOUR RO
AND CONNECTIONS
MICHIGAN
IOWA
WEST VIR
Chicago
Detroit
Toledo
Cleveland
Cincinnati
Louisville
St. Louis
Pittsburg

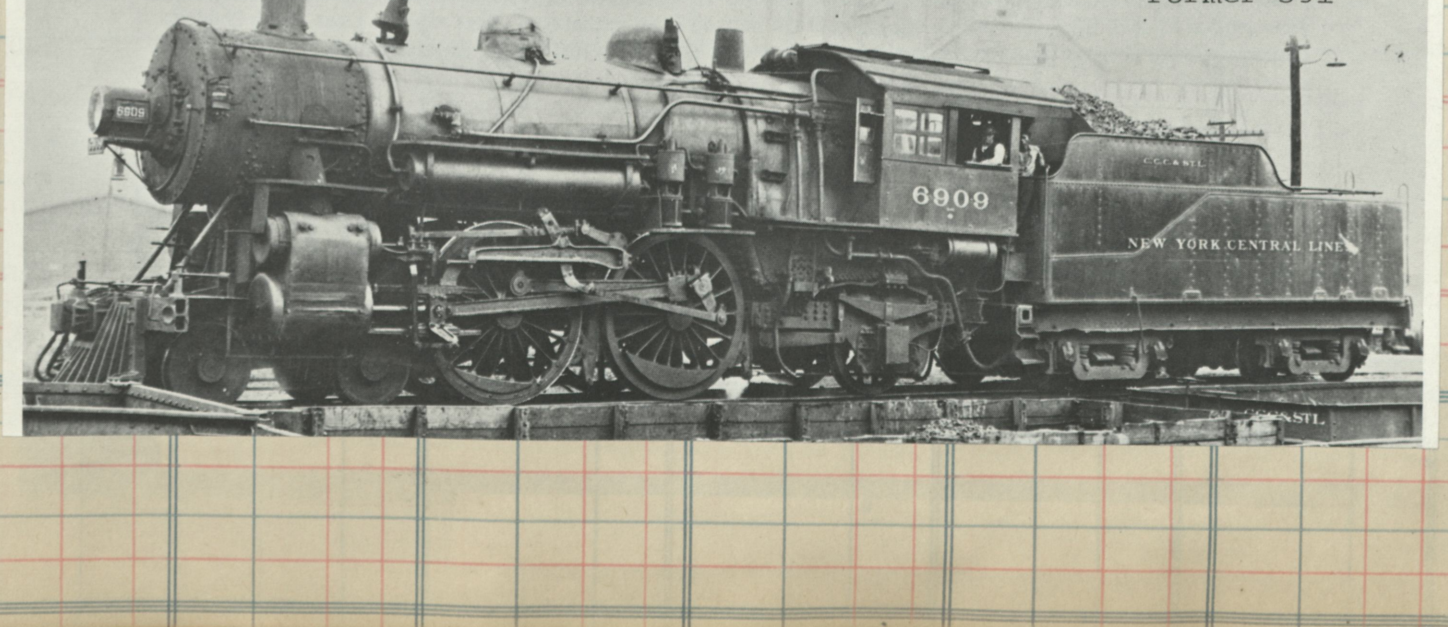
396-399 I-60 c/n 5960 Schenectady 1901
renoed 6900

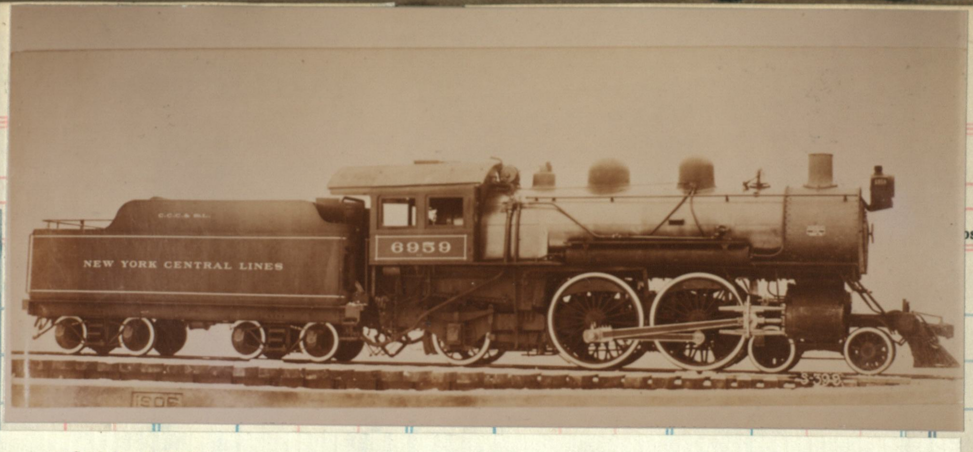

BIG FOUR
C.C.C.& St.L.
196

373 I-62 c/n 28411 Brooks 1903
Renoed 6914


C.C.C.& St.L.
BIG FOUR

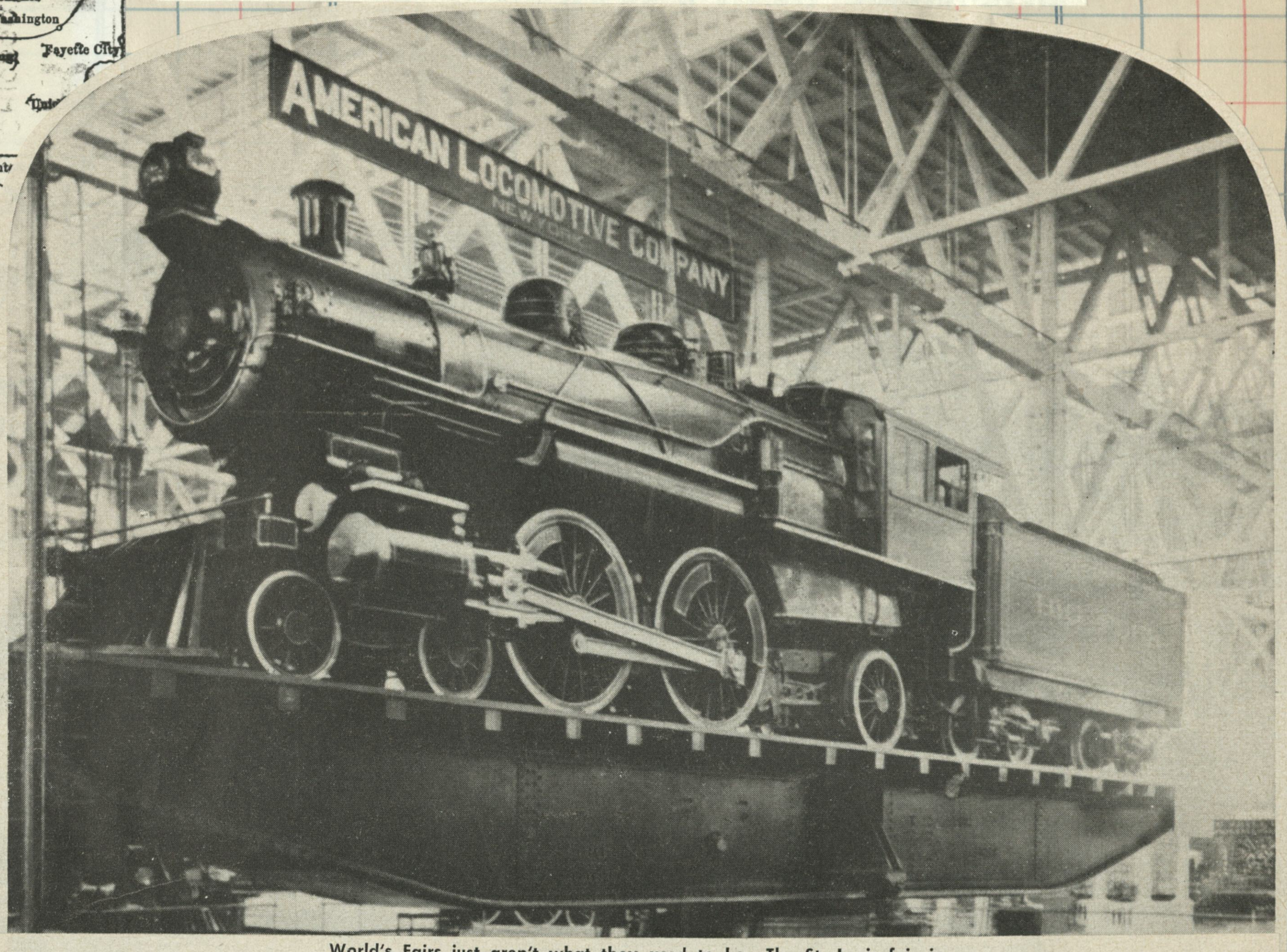
6904-6913 I-61 c/n 25509 Brooks 1902
former 391


6909
NEW YORK CENTRAL LINES


NEW YORK CENTRAL LINES
6959

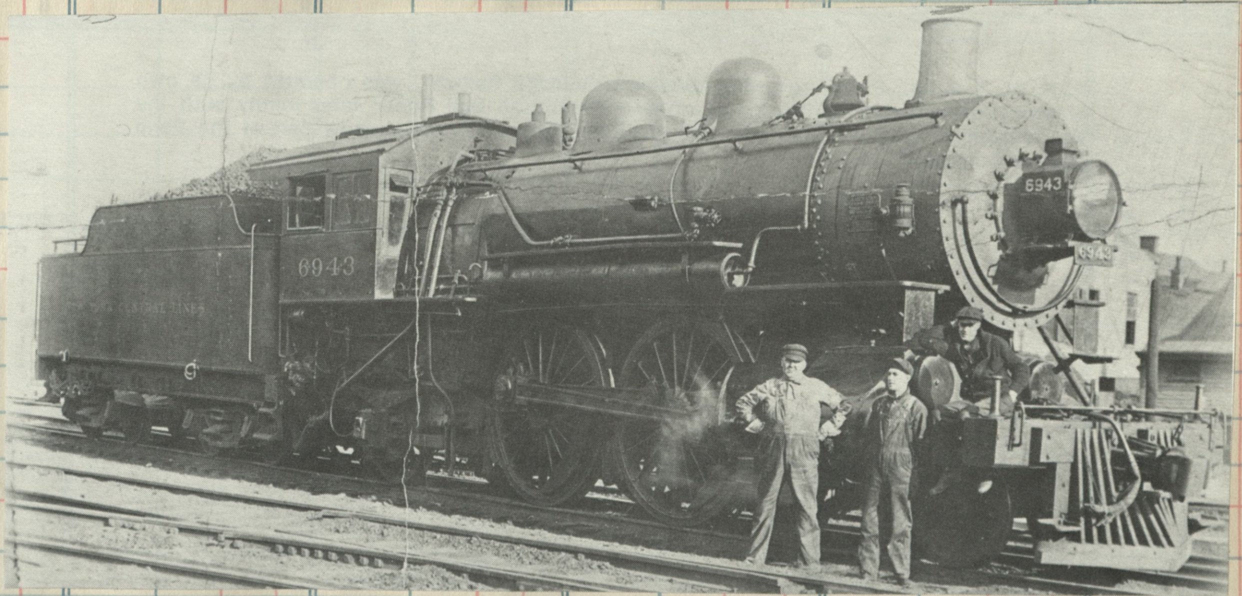
6940-6959 c/n 41400 Schenectady 1907

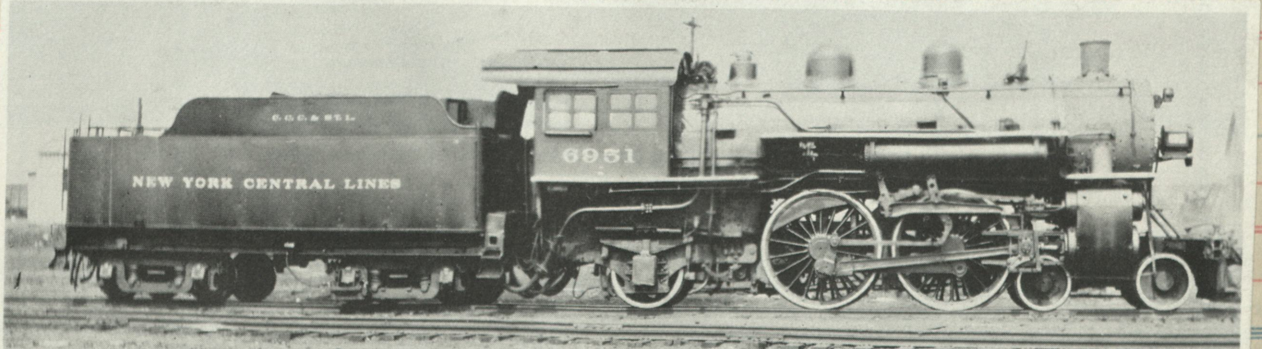
This was the last group of Atlantics for the Big Four and were built to N.Y.C. standards. Note 'revised edition' #6951 bottom this page.


AMERICAN LOCOMOTIVE COMPANY

#373

World's Fairs just aren't what they used to be. The St. Louis fair in 1904 featured 39 locomotives (from a Shay to Baltimore & Ohio's big new 0-6-6-0) and included this Alco-built Big Four Atlantic, whose drivers—raised an eighth of an inch—slowly revolved on this high table.

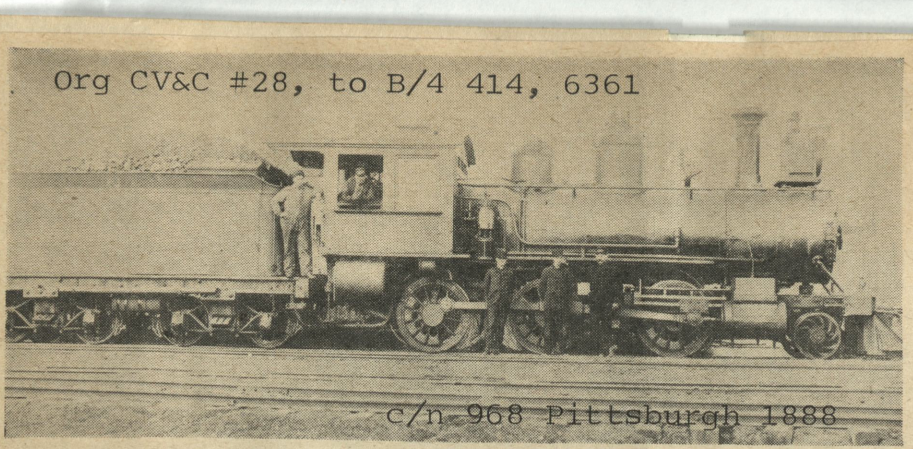



NEW YORK CENTRAL LINES
6951

'With the poise and grace of a Ballerina'

15H

Org CV&C #28, to B/4 414, 6361



c/n 968 Pittsburgh 1888

ANTIQUE ENGINE 414 OF THE C.C.C. & ST. L. (BIG FOUR)

Pittsburgh 1883 #605
To C.J.& M. #3

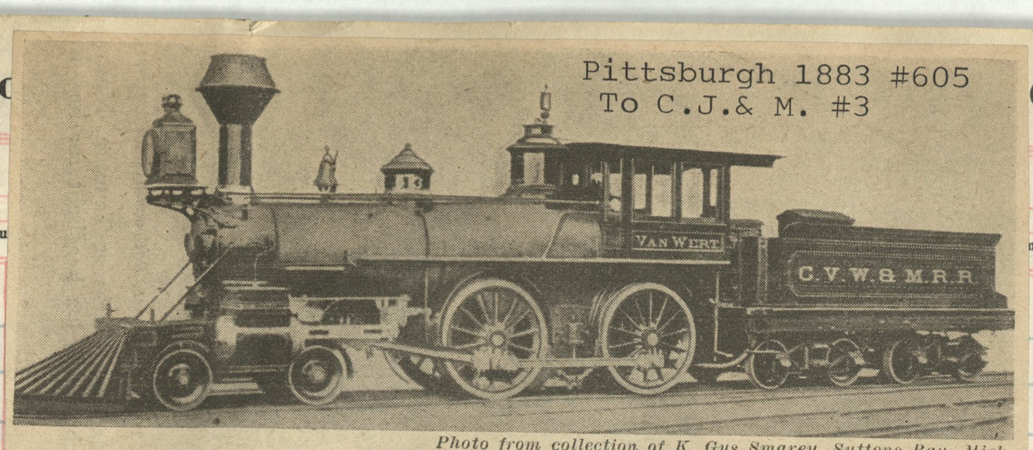
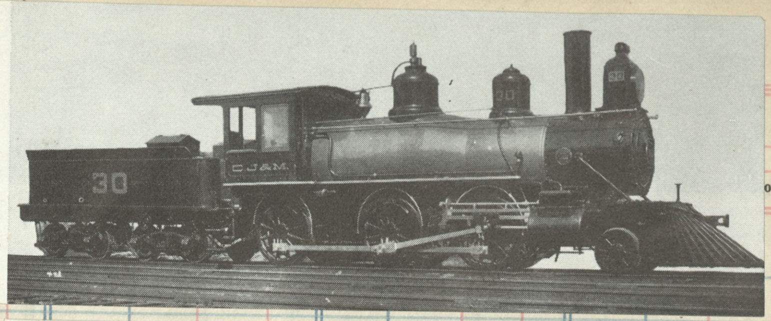

VAN WERT
C.V.W.& M.R.R

Photo from collection of K. Gus Smarey, Suttons Bay, Mich

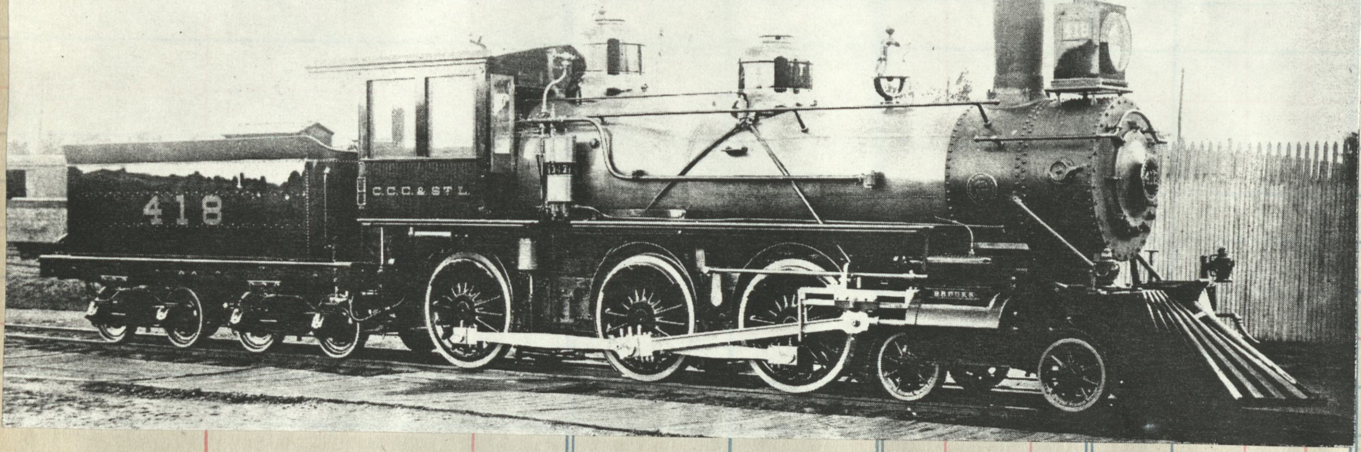
REMINISCENT of days when it was customary, rather than the exception, for roads to name their engines, is this view of the *Van Wert*, No. 3 on the Cincinnati, Van Wert & Michigan (later Cincinnati Northern, now New York Central system)



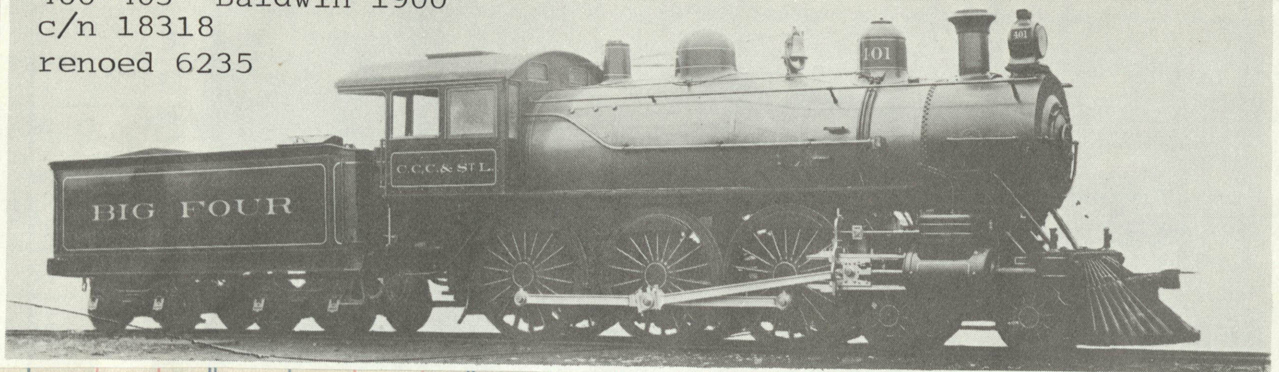
Cincinnati, Jackson & Mackinaw. To Cincinnati Northern #30, B/4 #6376. Baldwin 1890 c/n 10688

ount Cls. No. Sold Amount

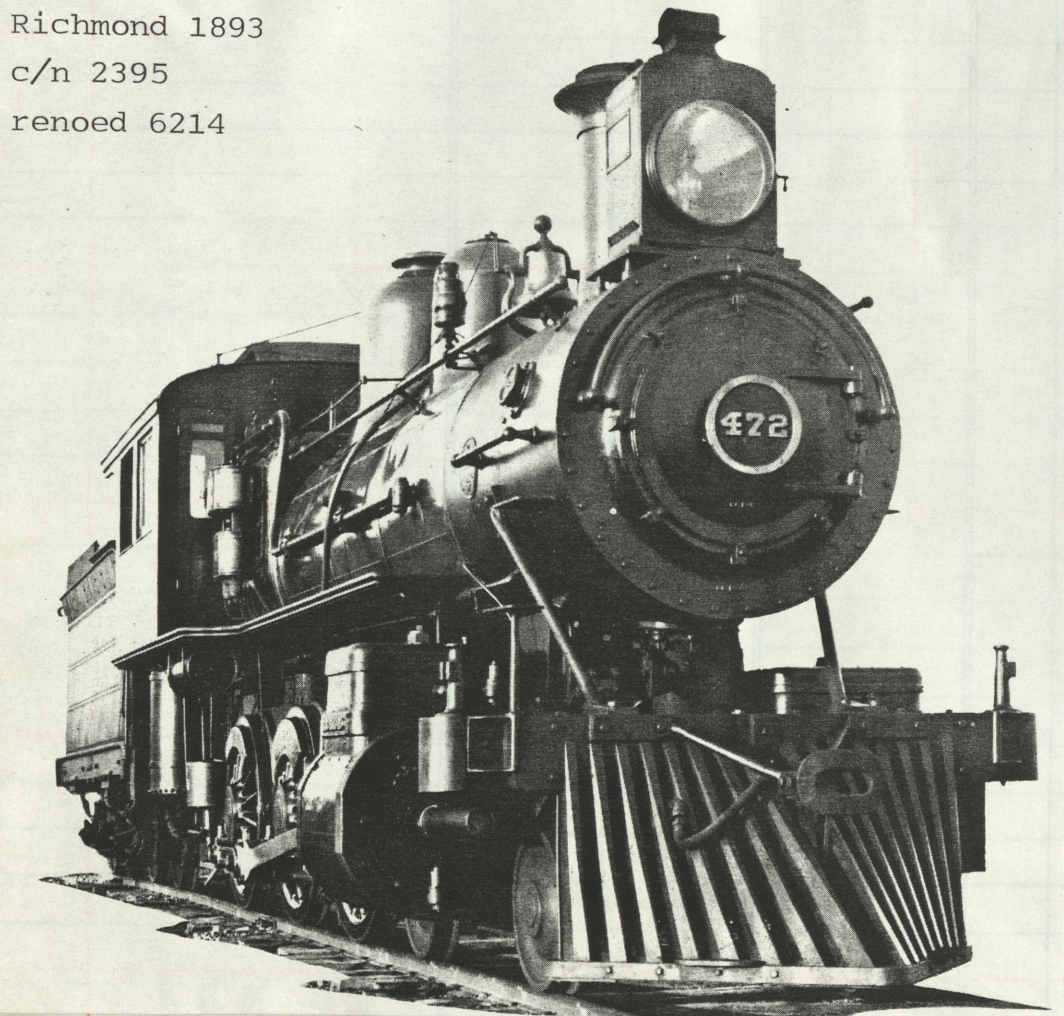
416-427 Brooks 1891 c/n 1942
Renoed 6148, 6382

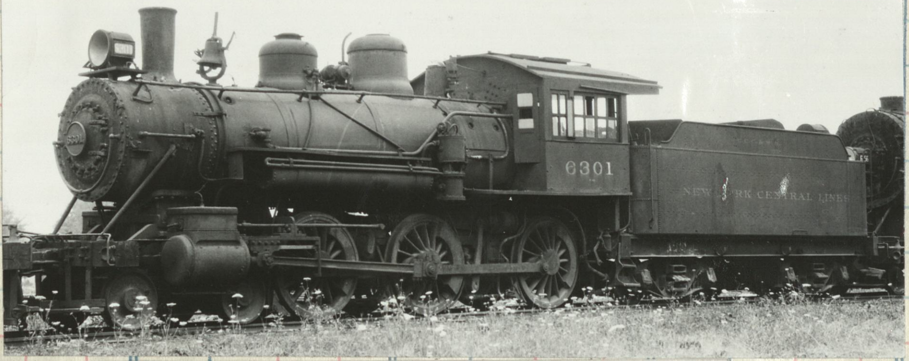


400-403 Baldwin 1900
c/n 18318
renoed 6235

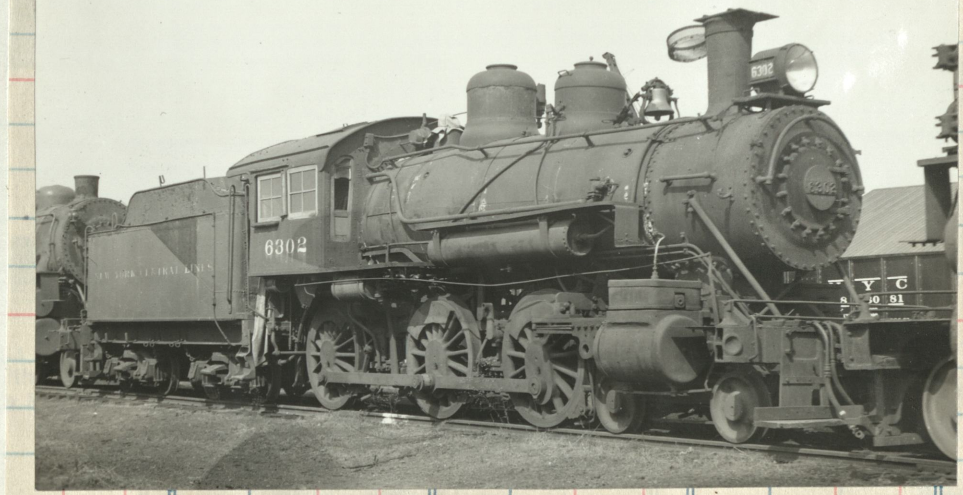

BIG FOUR
C.C.C.& St.L.
401

Richmond 1893
c/n 2395
renoed 6214

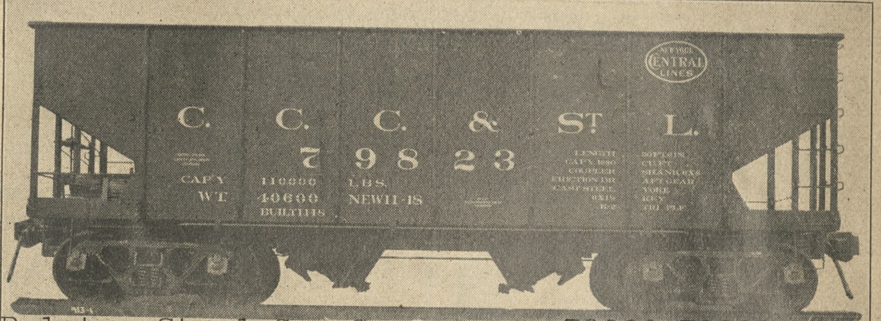



6301
NEW YORK CENTRAL LINES

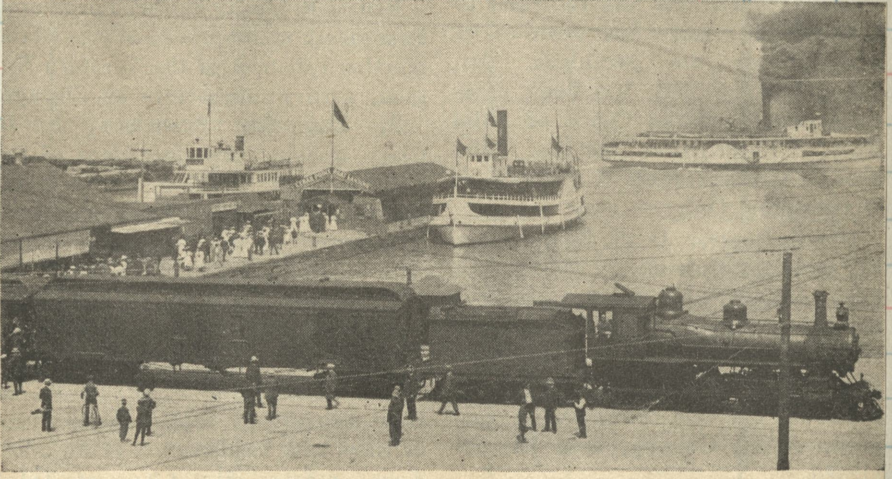
Built by Brooks 1889 c/n 1592
Noed 234, 6122, 6301


6302
NEW YORK CENTRAL LINES

Noed 235, 6123, 6302 Class F-61
Brooks 1889 c/n 1593

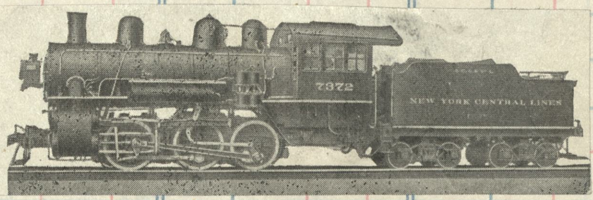

C. C. C. & St. L.
79823
NEW YORK CENTRAL LINES

Ralston Steel Car Co 79000-79999

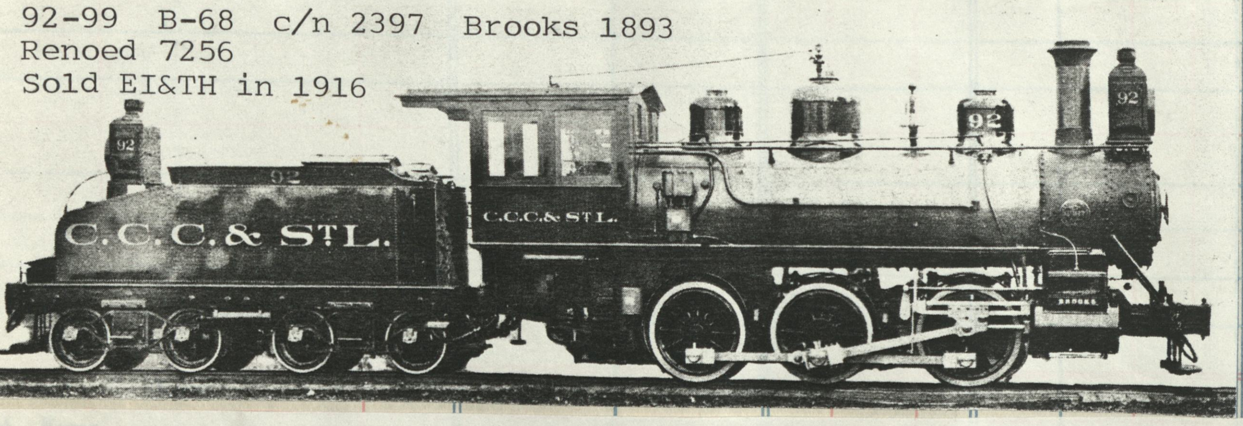


CLEVELAND, CHICAGO & ST. LOUIS RAILROAD'S ENGINE 228 IN 1906

This road is now the "Big Four" of the New York Central System. The photo was taken in Sandusky, Ohio, at the Cedar Point Boat Landing on Columbus Avenue. Submitted by Brother B. D. Otten, L.C., Div. 184, who is the engineer shown in the cab window.

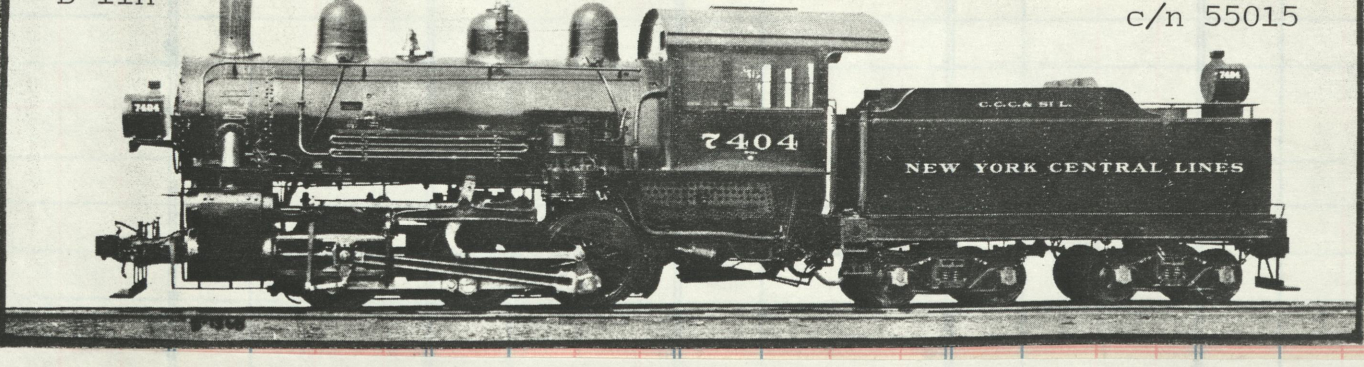

7372
NEW YORK CENTRAL LINES

92-99 B-68 c/n 2397 Brooks 1893
Renoed 7256
Sold EI&TH in 1916

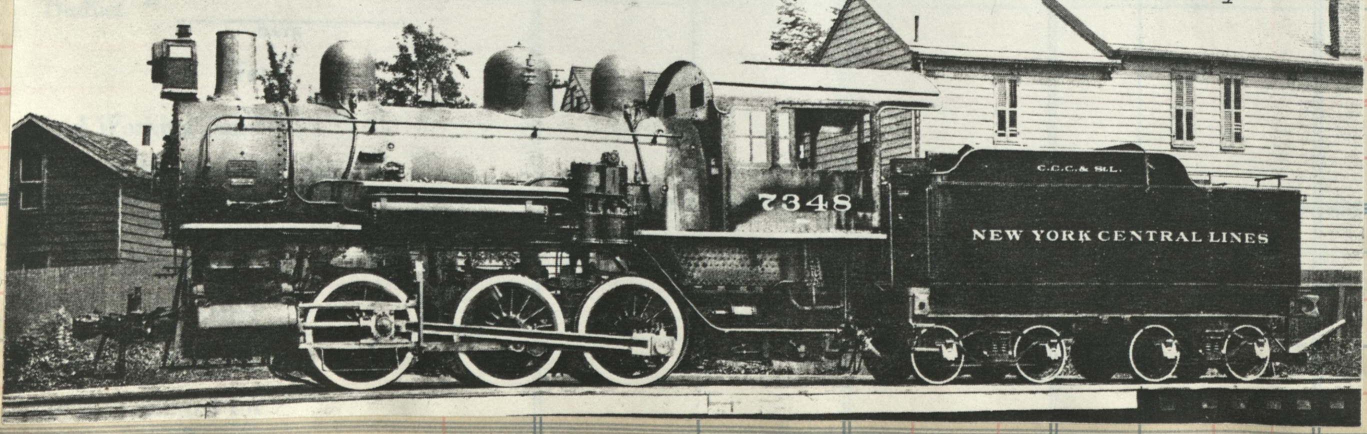


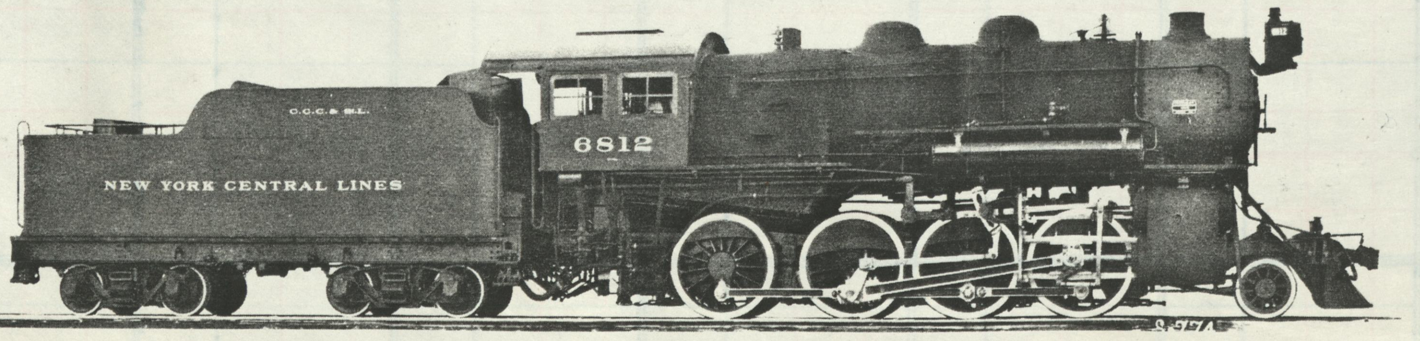
B-11n

Brooks 1915
c/n 55015


7404
NEW YORK CENTRAL LINES

7348-7362 B-10q c/n 47713 Schenectady 1910

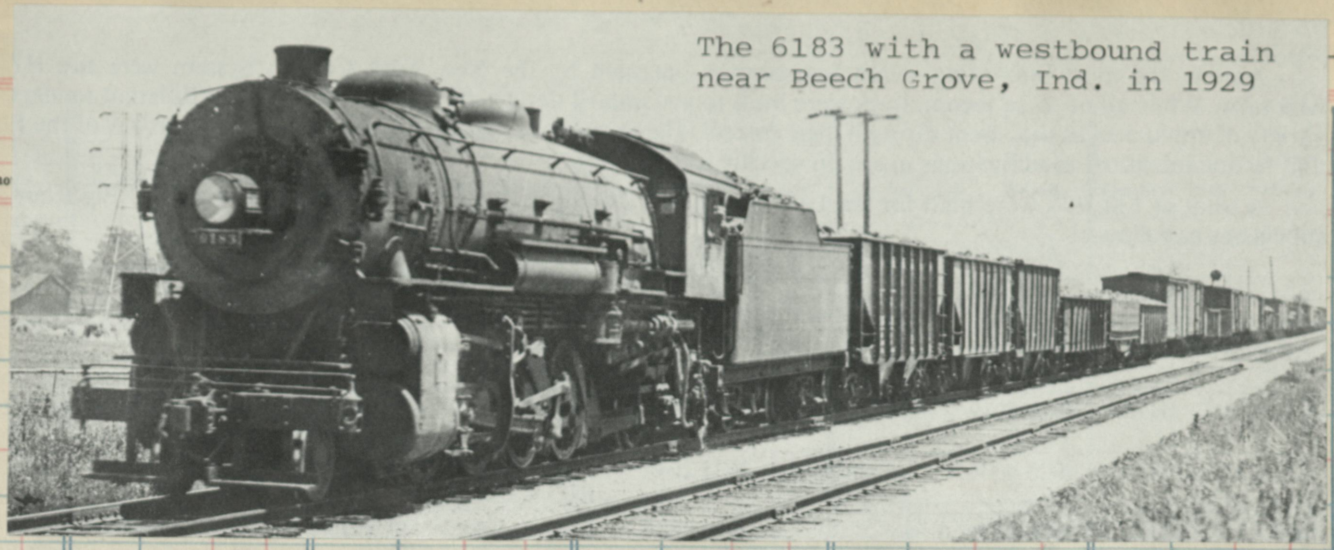

7348
NEW YORK CENTRAL LINES


6812
NEW YORK CENTRAL LINES

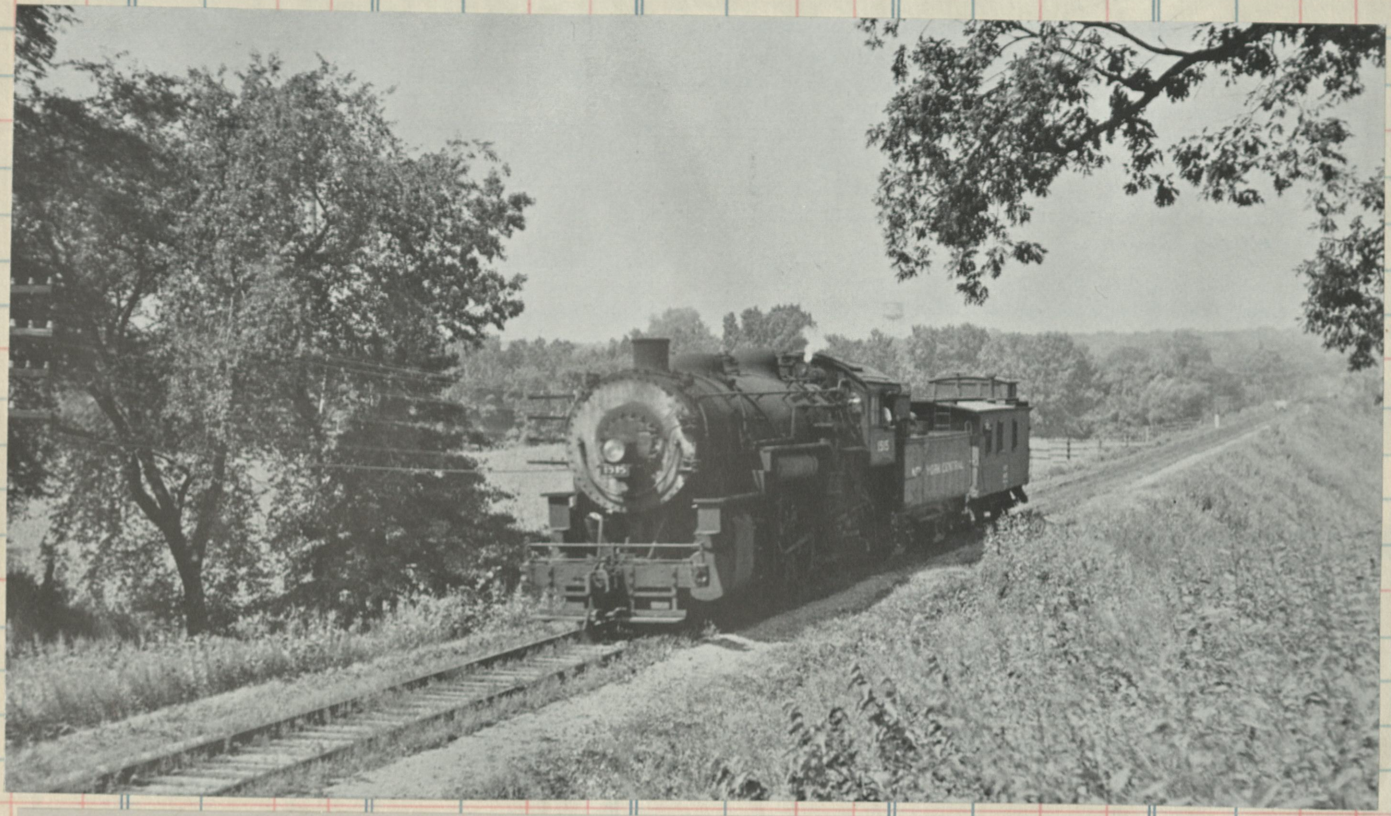
6808-6842 G-6s c/n 49343 Schenectady 1911
6812 sold to Mo.& Ark. #40 in 1928

Clos. No. Sold Amo

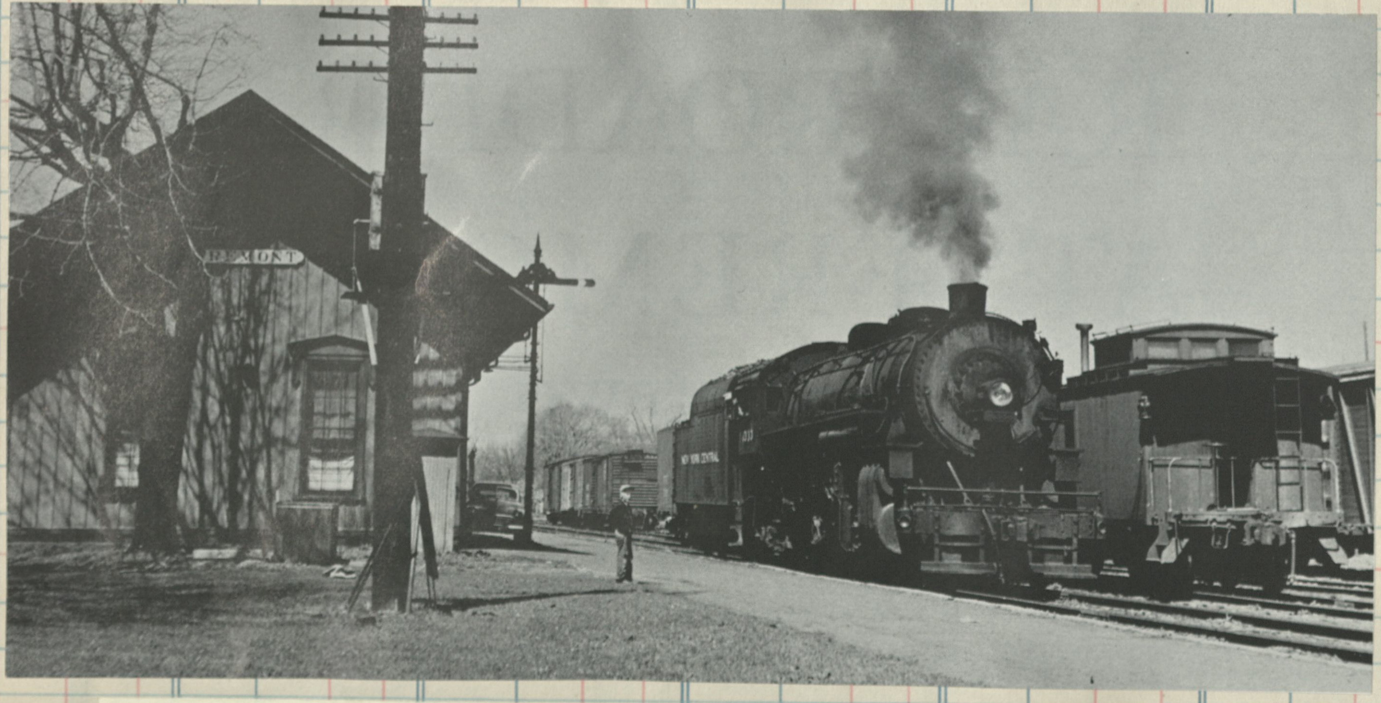
Clos. N



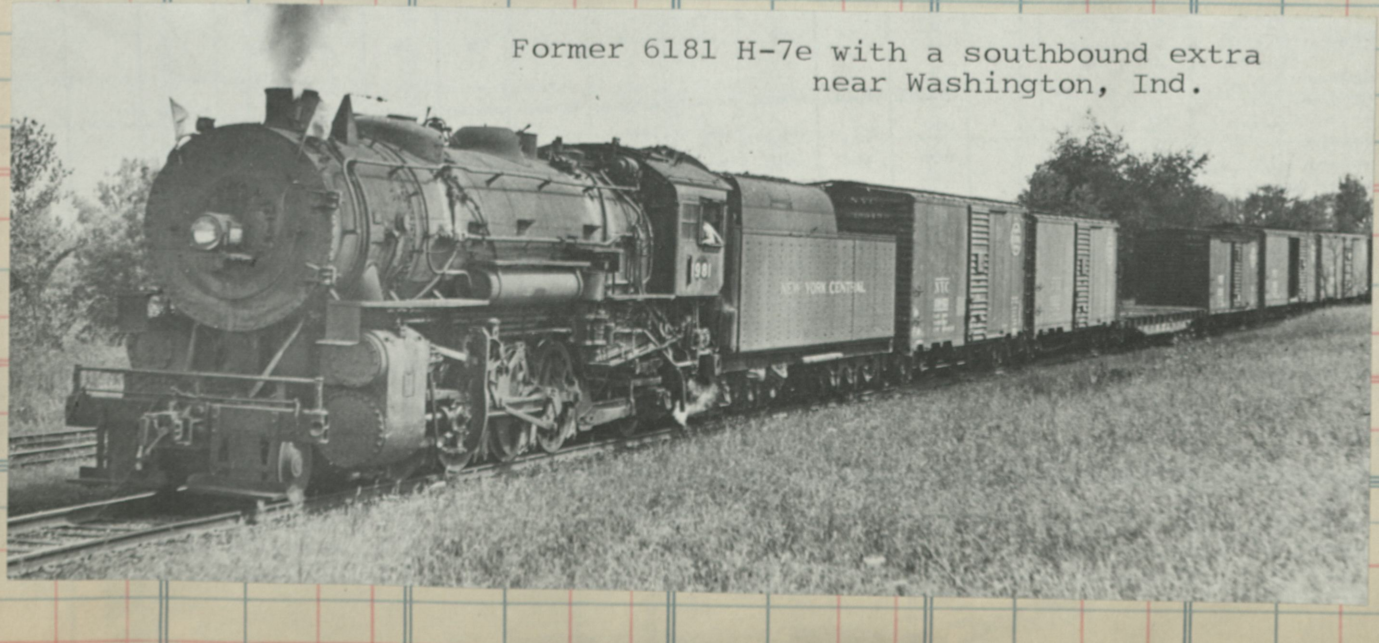
The 6183 with a westbound train near Beech Grove, Ind. in 1929



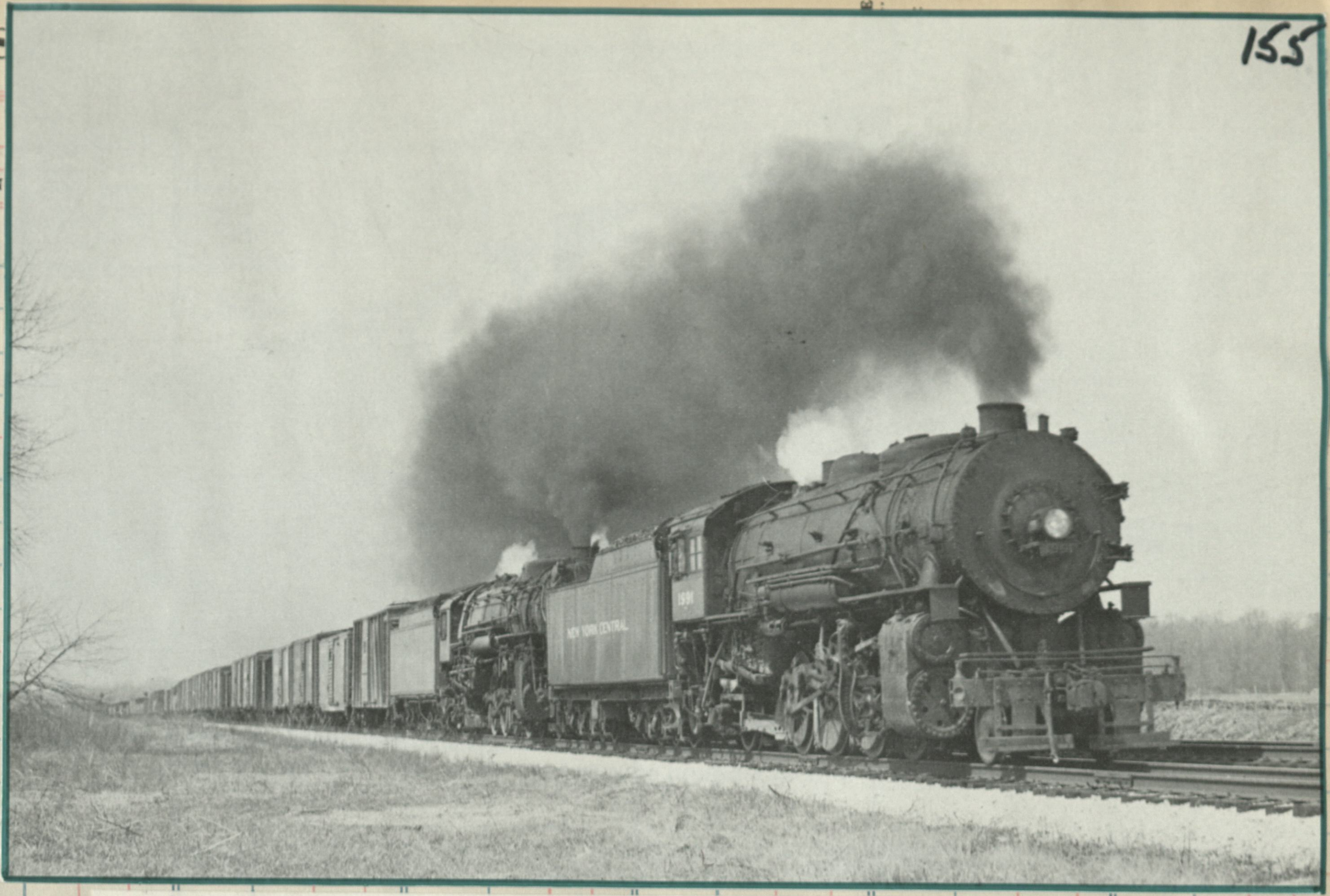
An H-5L Mike, the 1515, drifts along with a caboose hop east of the Sandusky River bridge near Fremont, Ohio



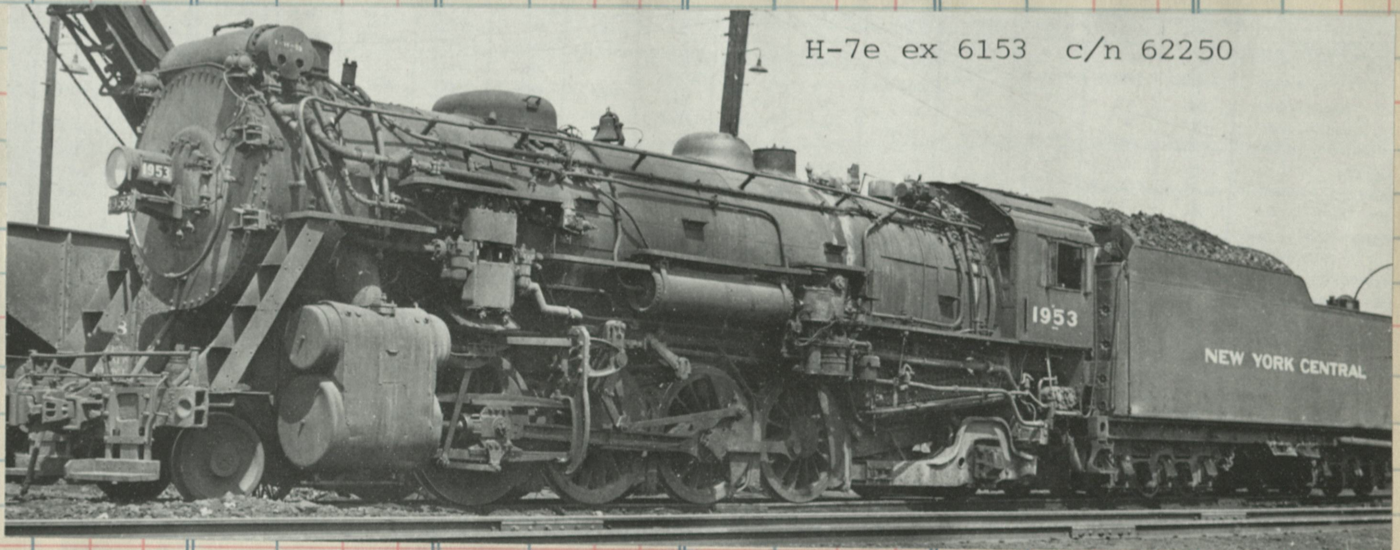
The 1333, an H-5p 2-8-2, putters around the "garden" at Fremont, Ohio



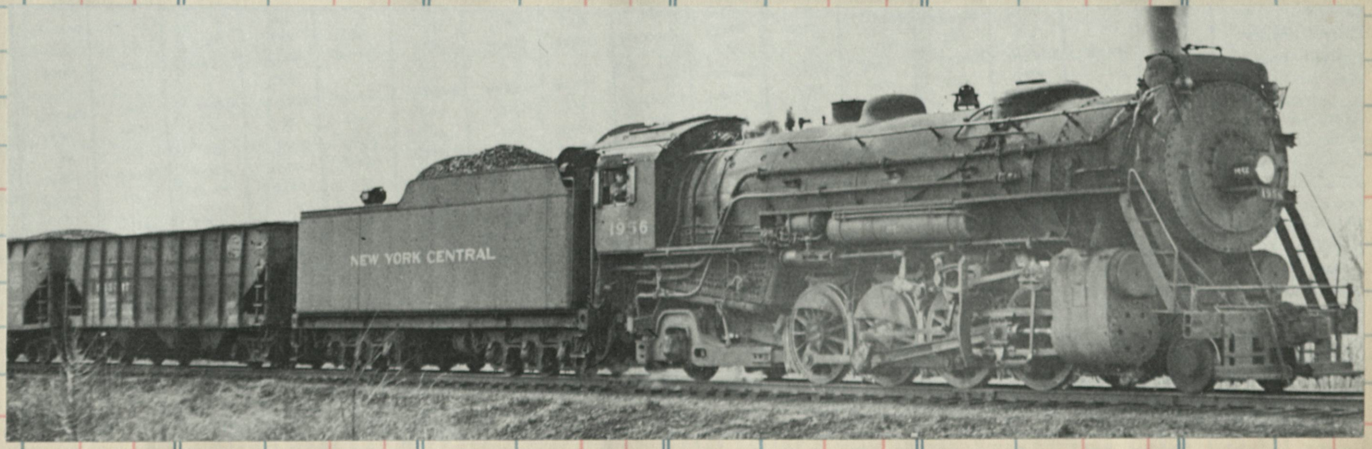
Former 6181 H-7e with a southbound extra near Washington, Ind.

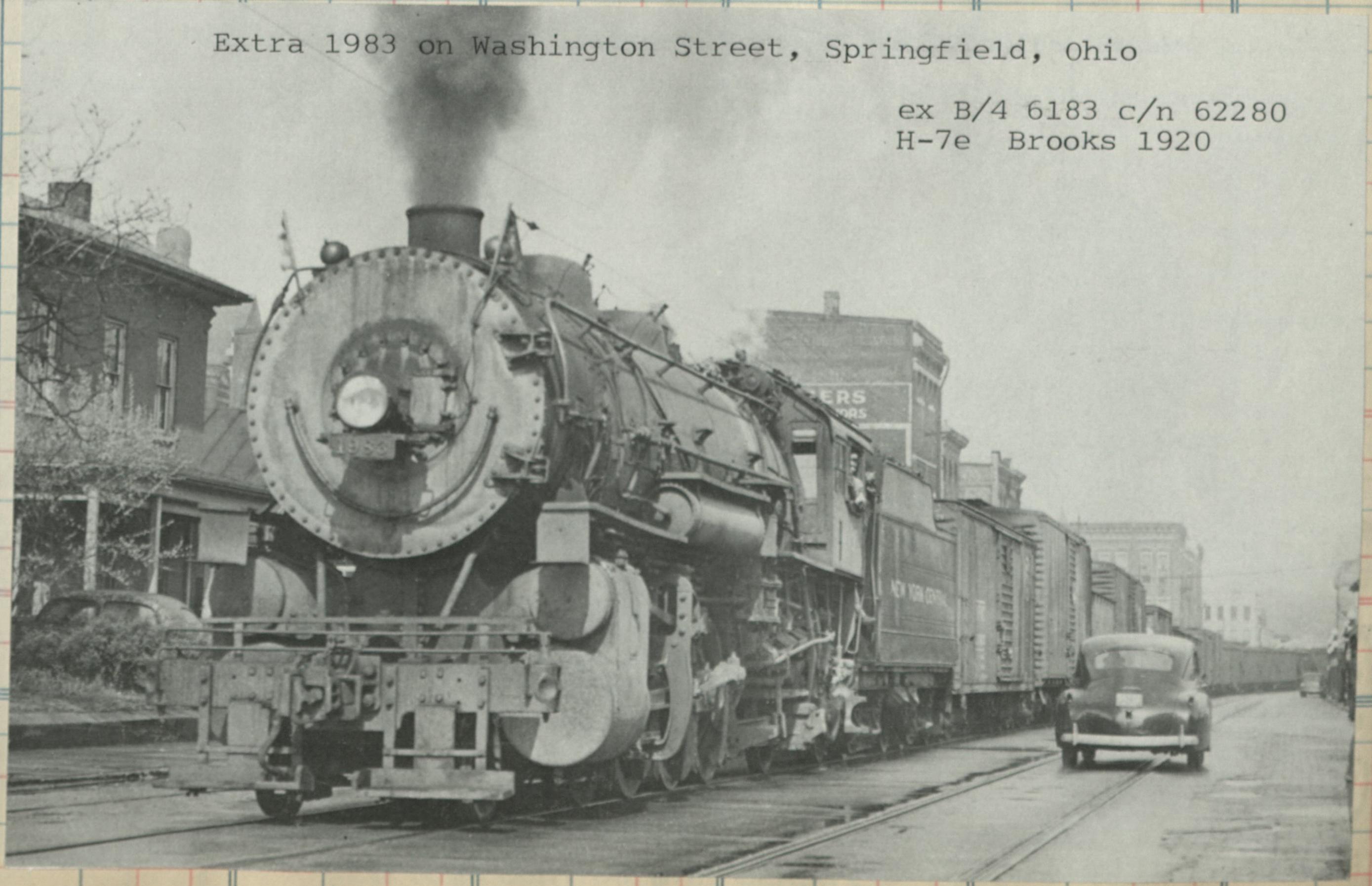


A sight to stir the soul! Engs 1991 [2-8-2] and 2945 [4-8-2] charging along with 100 cars near Greensburg, Ind. Apr. 1956



H-7e ex 6153 c/n 62250





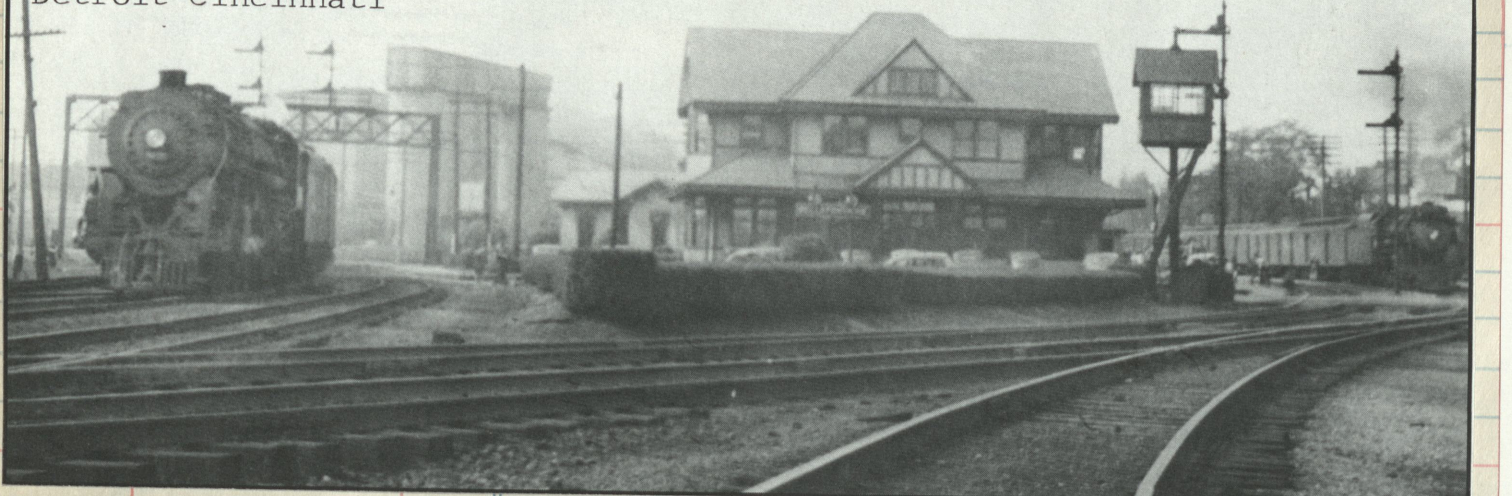
Extra 1983 on Washington Street, Springfield, Ohio

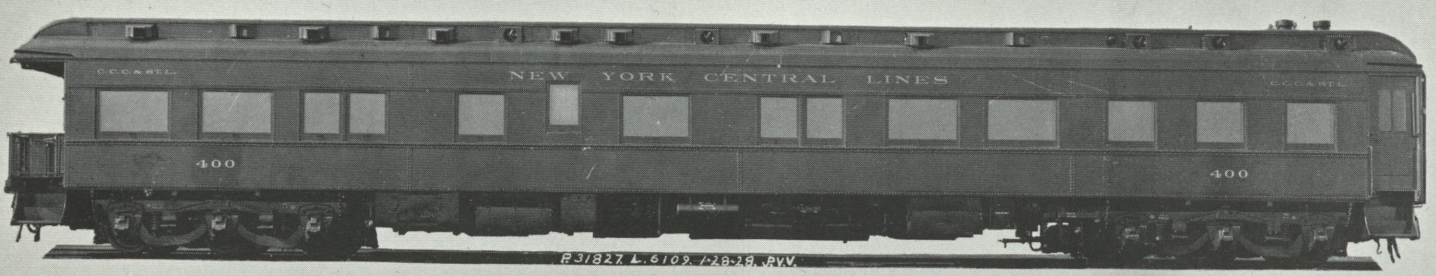
ex B/4 6183 c/n 62280
H-7e Brooks 1920

BELLEFONTAINE, OHIO--1941

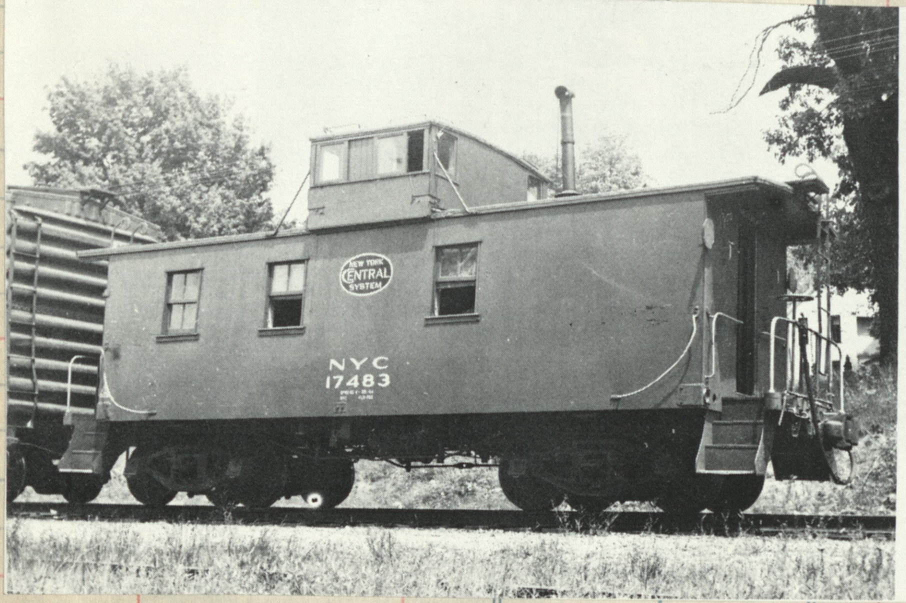
Trn #303
Detroit-Cincinnati

Trn #407
Cleveland-StLouis



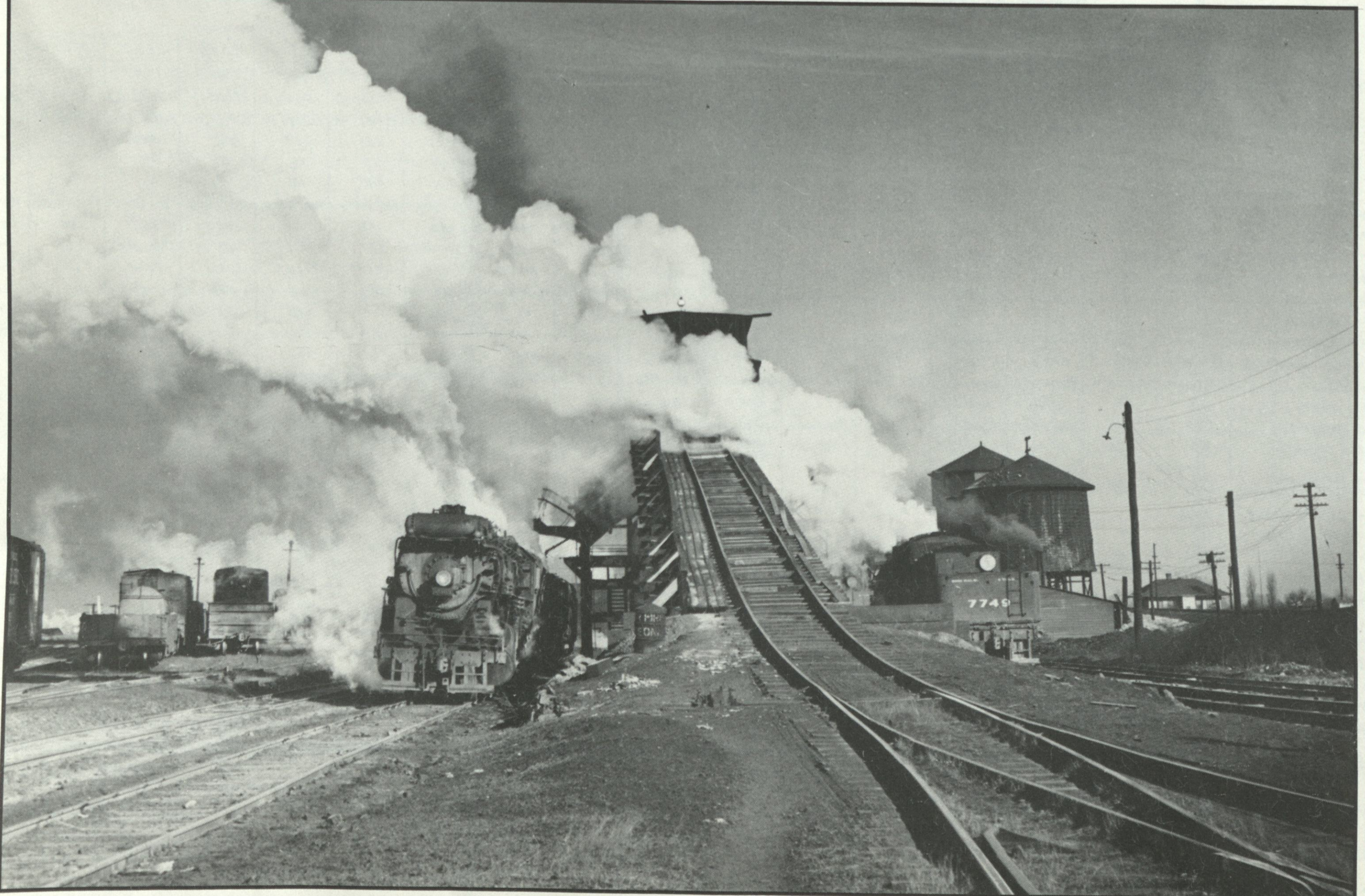

C.C.C.& St.L.
NEW YORK CENTRAL LINES
C.C.C.& St.L.
400
400
P.31827. L.6109. 1-28-28. RVV.

Sold to the Delaware & Hudson, #300, October 1955

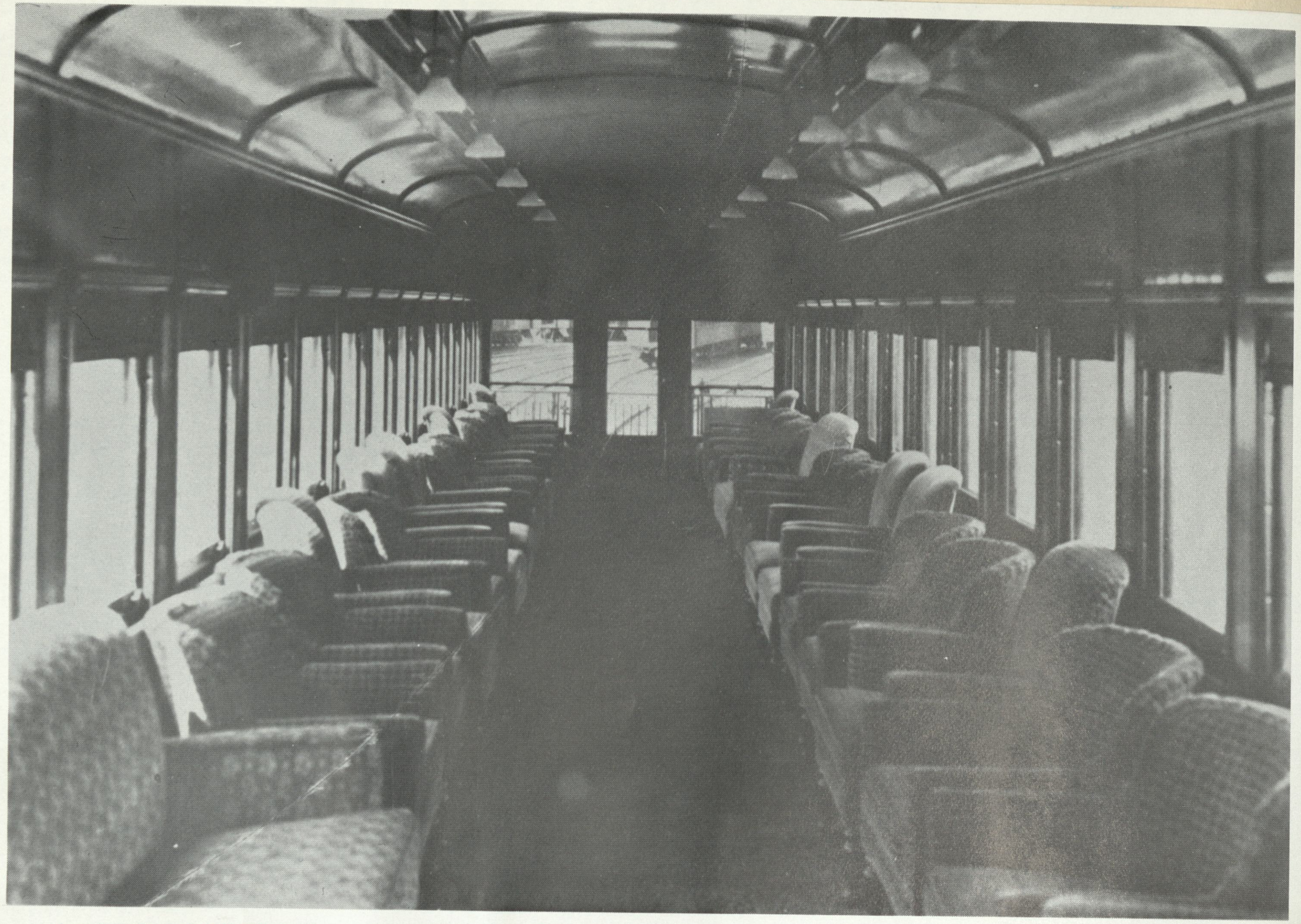


Big Four Route

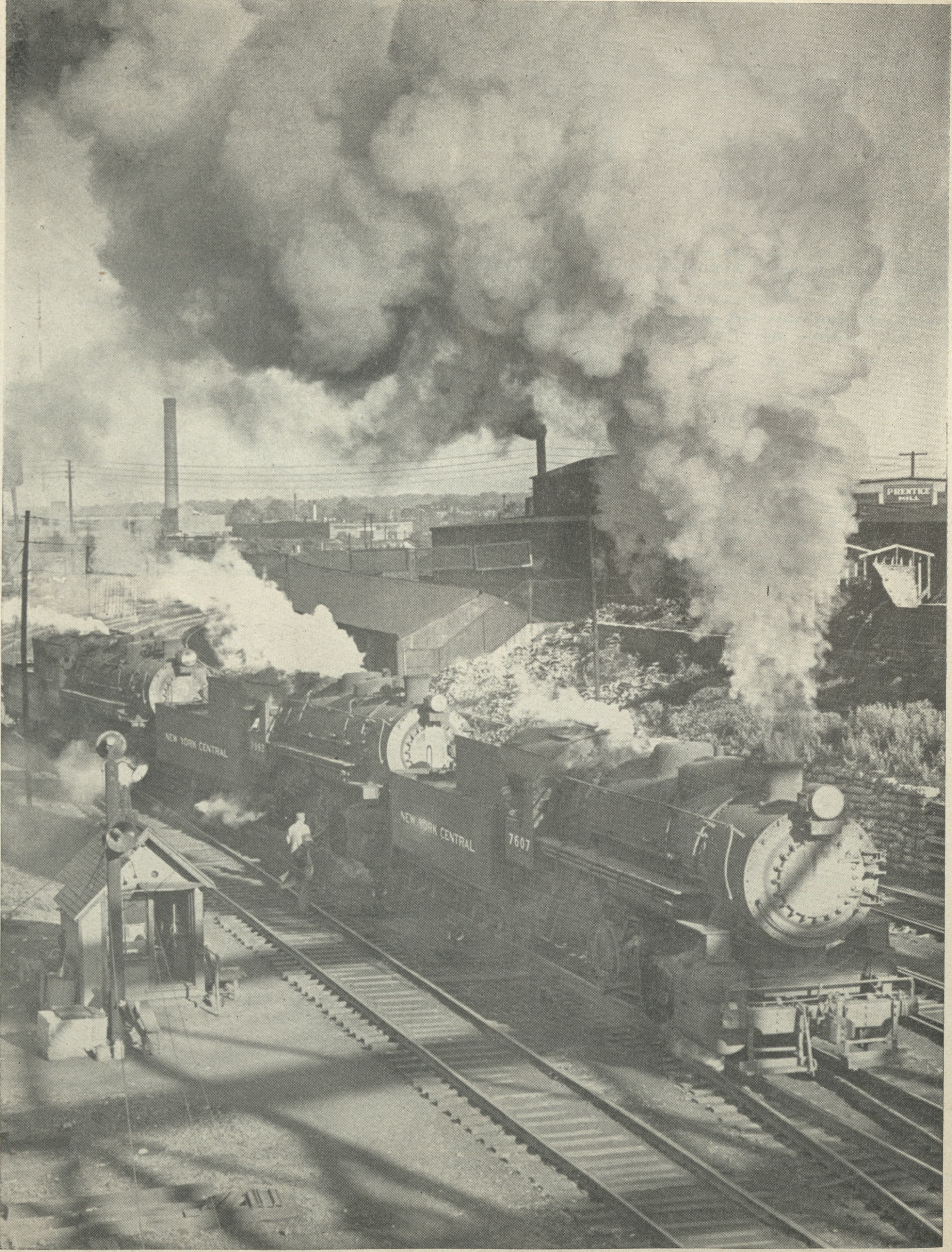
The Big Four cabooses also got the plywood sheathing "treatment" as required in later years as evidenced by #17483, shown at Constantine, Michigan in July 1964. Notice the external cupola braces necessary for the large size cupola.
Howard W. Ameling Collection



Coaling tower at Lyons Yard, Danville, Illinois on a -14 degree day in February 1949. H10b 2369 on the left, U3a 7749 on the right. Photo by Irvin Baer.



Interior view of C.C.C.& St. L. Observation coach No. 869 as rebuilt by Beech Grove Shops in 1930. Note different types of chairs with varied upholstery patterns.
George E. Votava Collection

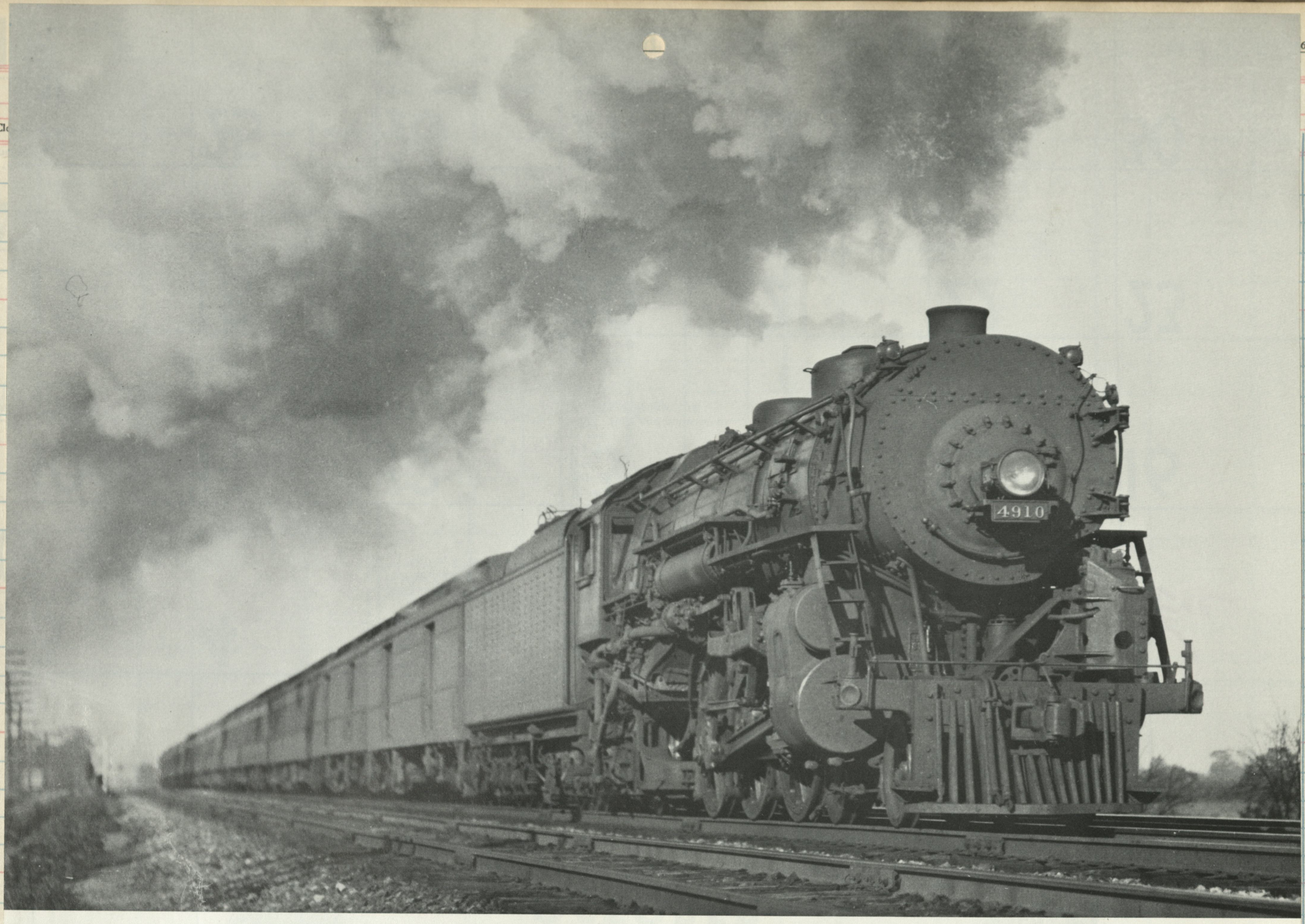

NEW YORK CENTRAL
NEW YORK CENTRAL
7607

Richard E. B. Parker.

Chunky, hard-working yard engines, fussing among myriad yard tracks, do the unglamorous behind-the-scenes switching so important to the homogeneous character of freight service. At the beginning of a switching trick, three 0-8-0's head for New York Central's Columbus yard.

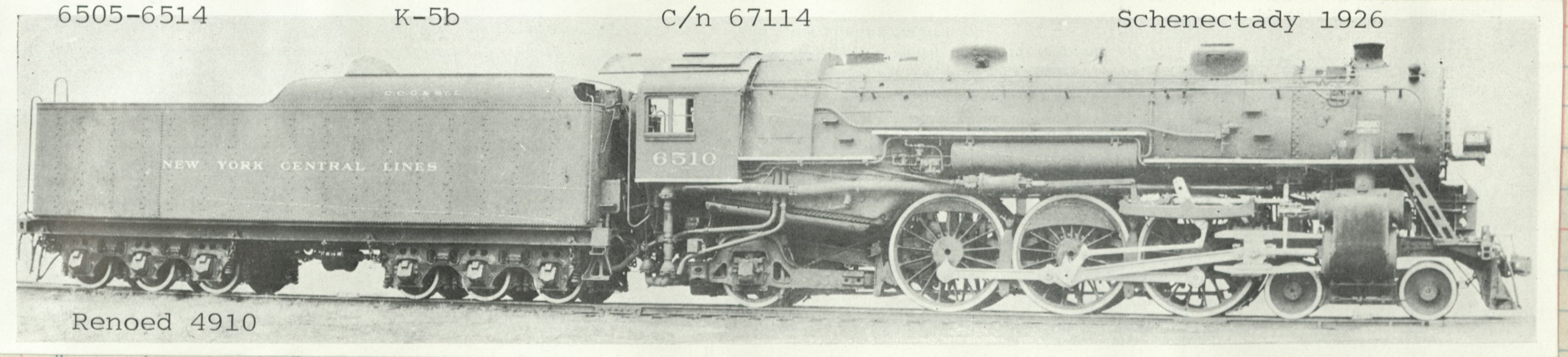
Clos. No. Sold Amount Cl

6728) CUT HERE To Make Short Sheet Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount



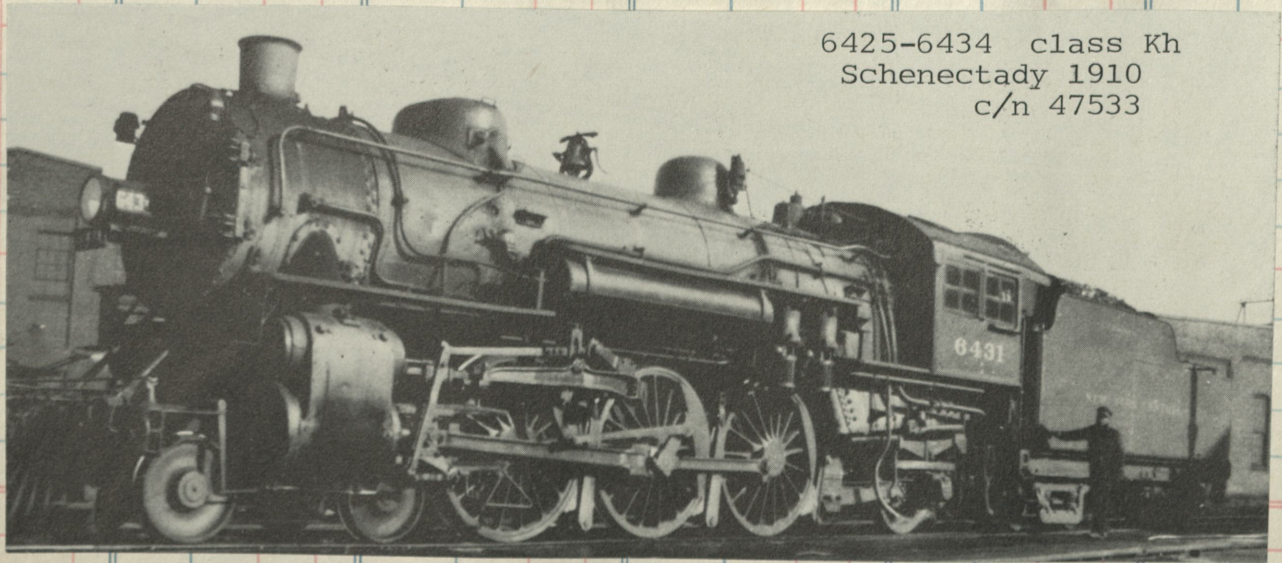
N.Y.C. Class K-5b 4910 speeds her train along a well kept right of way, probably sometime during the 1940's. The sleek 4-6-2 was originally constructed for the C.C.C. & St. L. in 1926 by Schenectady as No. 6510 before being renumbered in 1936.

Vance Roth Collection

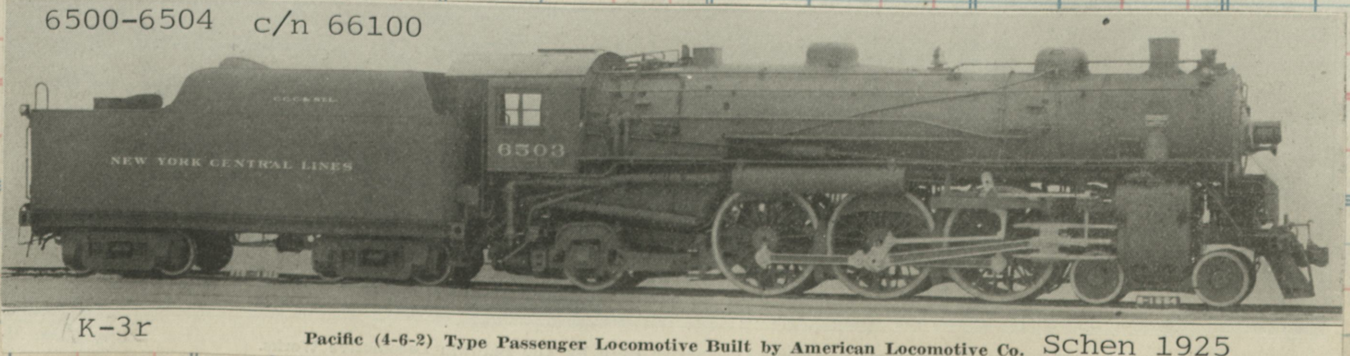


6505-6514 K-5b C/n 67114 Schenectady 1926

Renoed 4910



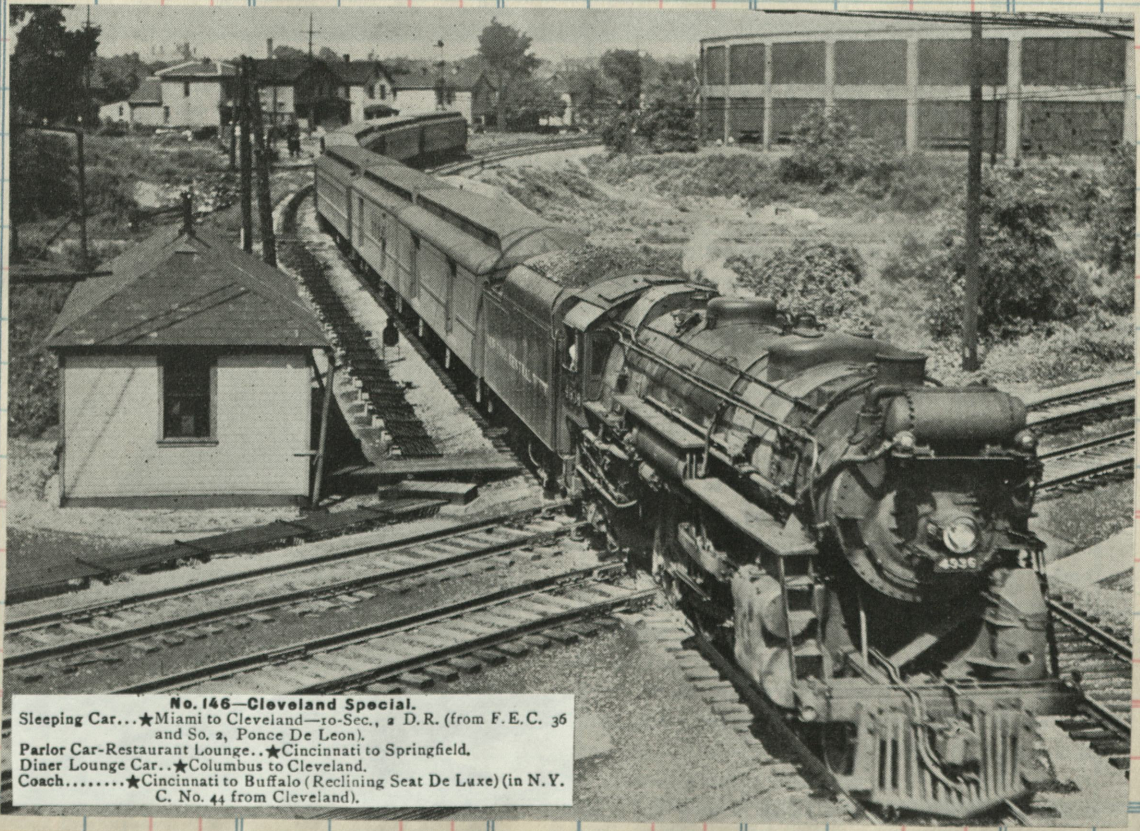
6425-6434 class Kh
Schenectady 1910
c/n 47533



6500-6504 c/n 66100

K-3r

Pacific (4-6-2) Type Passenger Locomotive Built by American Locomotive Co. Schen 1925



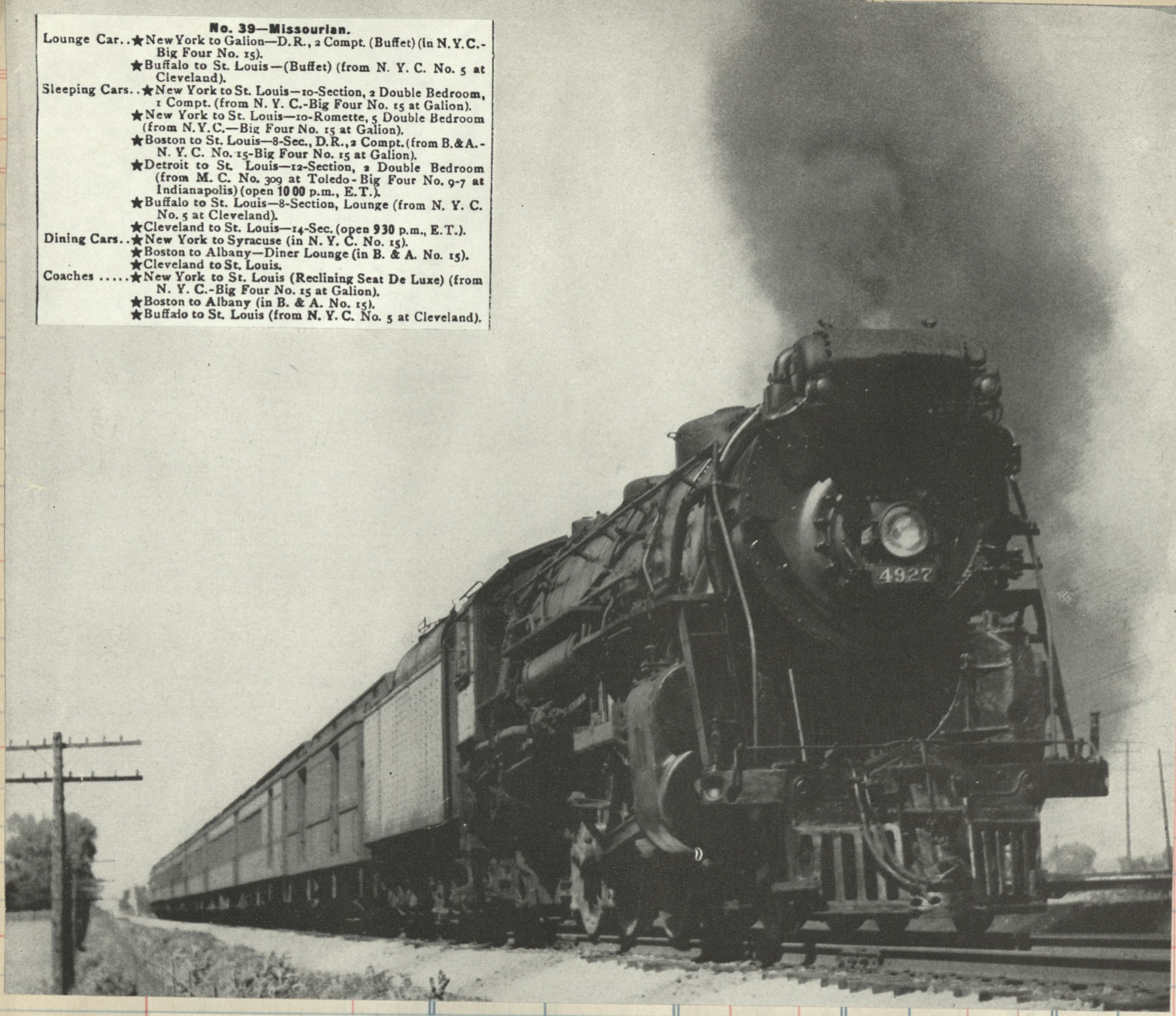
No. 146—Cleveland Special.

Sleeping Car...★Miami to Cleveland—10-Sec., 2 D.R. (from F.E.C. 36 and So. 2, Ponce De Leon).
Parlor Car-Restaurant Lounge..★Cincinnati to Springfield.
Diner Lounge Car..★Columbus to Cleveland.
Coach........★Cincinnati to Buffalo (Reclining Seat De Luxe) (in N.Y. C. No. 44 from Cleveland).

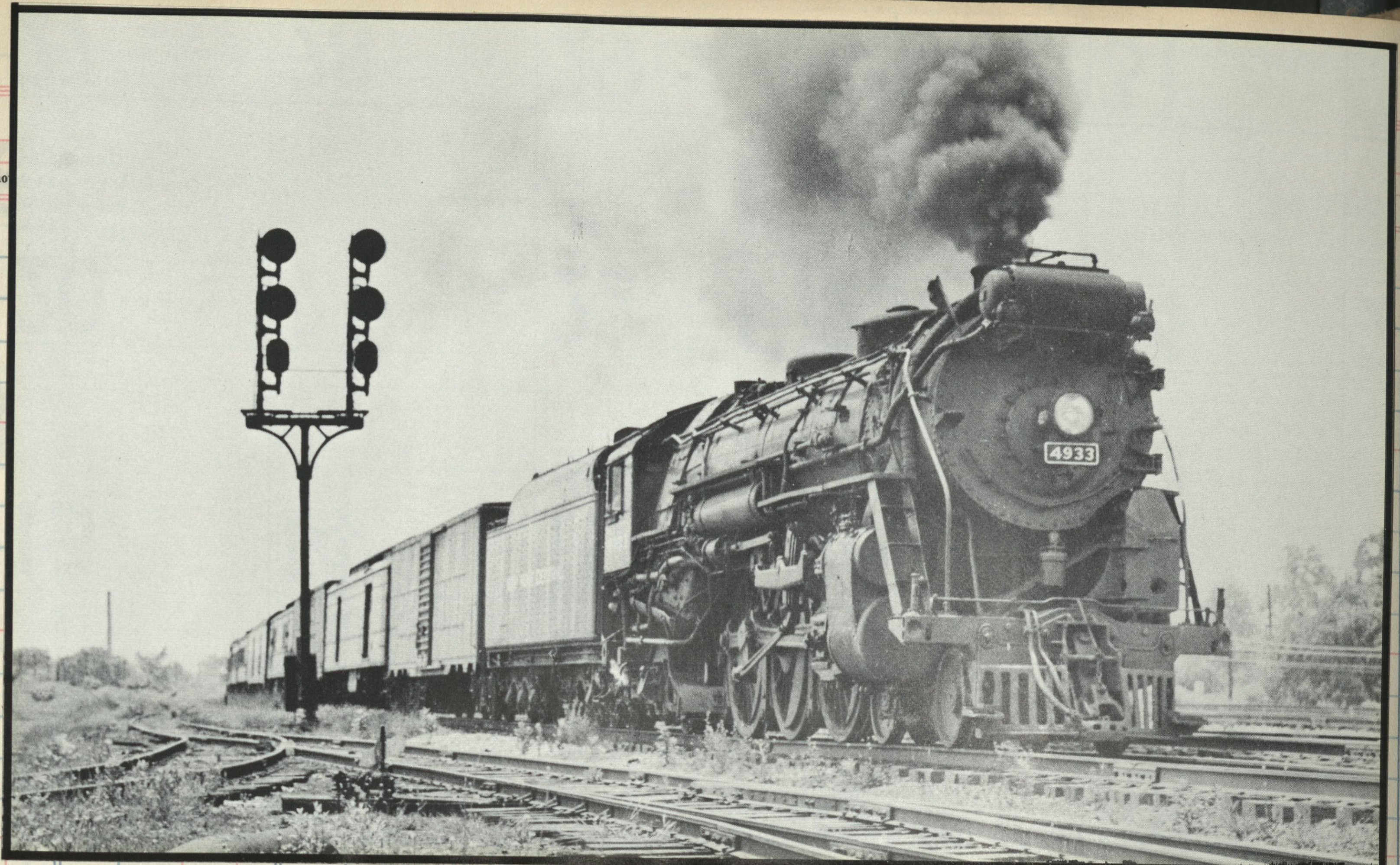
One of the last 4-6-2's built for the NYCS pounds across the PRR diamond at Columbus with Trn #146. Eng 4936, K-5b, was delivered by Schenectady (c/n 67155) in 1927 as P&LE #9240. Renoed 6536, 4936.

No. 39—Missourian.

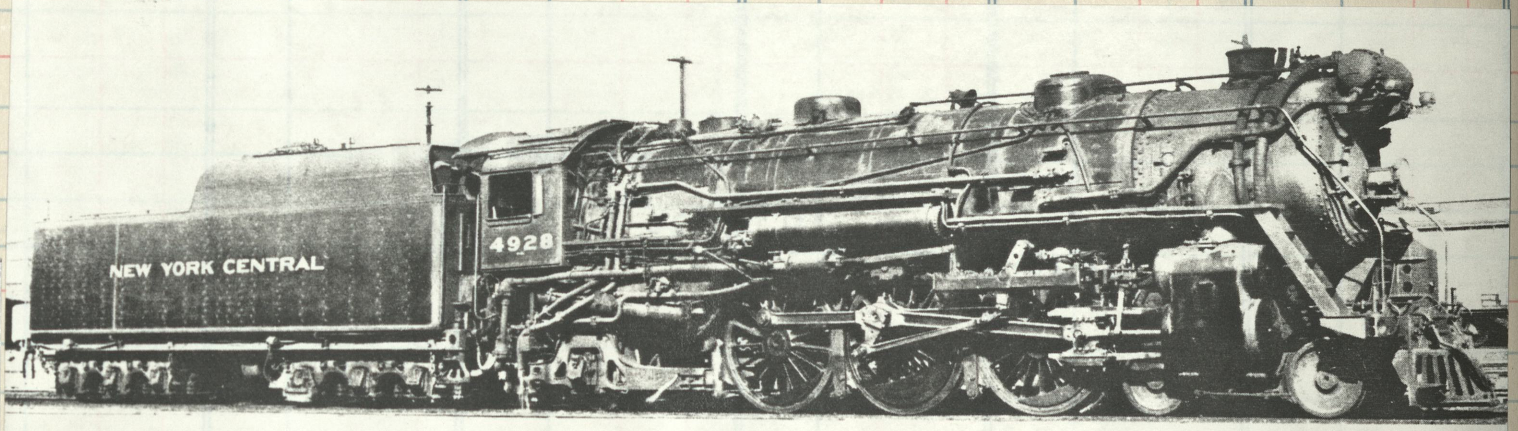
Lounge Car.. ★New York to Galion—D.R., 2 Compt. (Buffet) (in N.Y.C.-Big Four No. 15).
★Buffalo to St. Louis—(Buffet) (from N. Y. C. No. 5 at Cleveland).
Sleeping Cars.. ★New York to St. Louis—10-Section, 2 Double Bedroom, 1 Compt. (from N. Y. C.-Big Four No. 15 at Galion).
★New York to St. Louis—10-Romette, 5 Double Bedroom (from N.Y.C.—Big Four No. 15 at Galion).
★Boston to St. Louis—8-Sec., D.R., 2 Compt. (from B.&A.-N. Y. C. No. 15-Big Four No. 15 at Galion).
★Detroit to St. Louis—12-Section, 2 Double Bedroom (from M. C. No. 309 at Toledo-Big Four No. 9-7 at Indianapolis) (open 10 00 p.m., E.T.).
★Buffalo to St. Louis—8-Section, Lounge (from N. Y. C. No. 5 at Cleveland).
★Cleveland to St. Louis—14-Sec. (open 9 30 p.m., E.T.).
Dining Cars.. ★New York to Syracuse (in N. Y. C. No. 15).
★Boston to Albany—Diner Lounge (in B. & A. No. 15).
★Cleveland to St. Louis.
Coaches ..... ★New York to St. Louis (Reclining Seat De Luxe) (from N. Y. C.-Big Four No. 15 at Galion).
★Boston to Albany (in B. & A. No. 15).
★Buffalo to St. Louis (from N. Y. C. No. 5 at Cleveland).



K-5a 4927 with Trn #39 near Granite City, Ill.

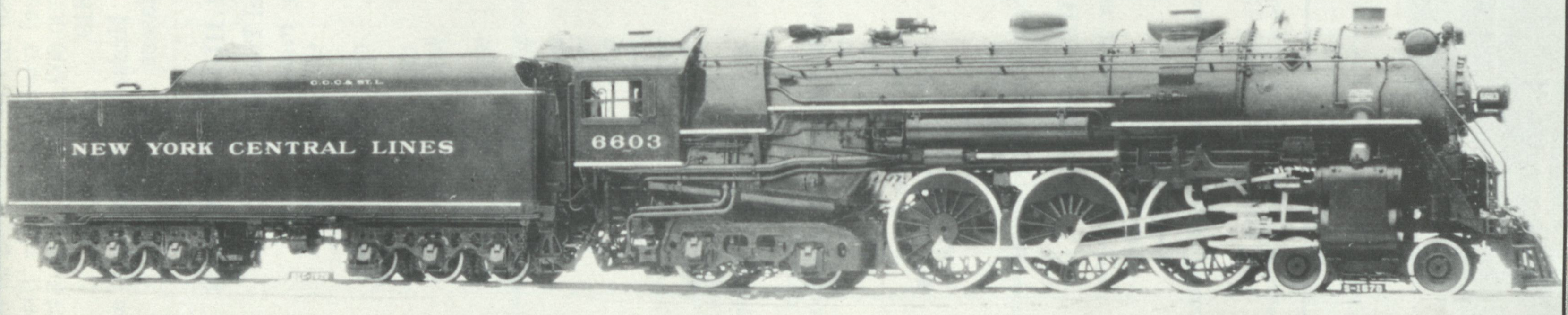


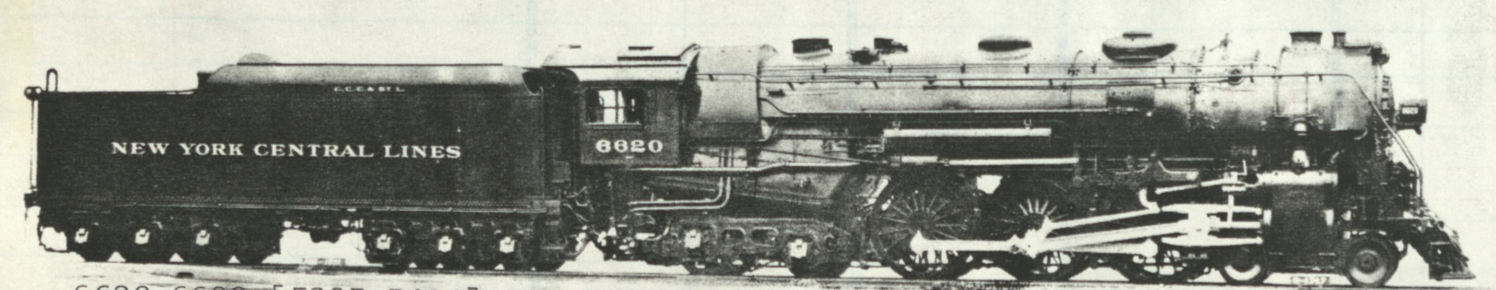
First #446 approaching the interlocking at Berea, Ohio behind a K-5b 4-6-2. Org P&LE #9237, to B/4 6533, then NYC 4933. Delivered by Schenectady in 1927 c/n 67152.



The 4928 was one of five K-5a's built for the Michigan Central by Brooks in 1925, c/n 66094. Renoed B/4 6528, NYC 4928

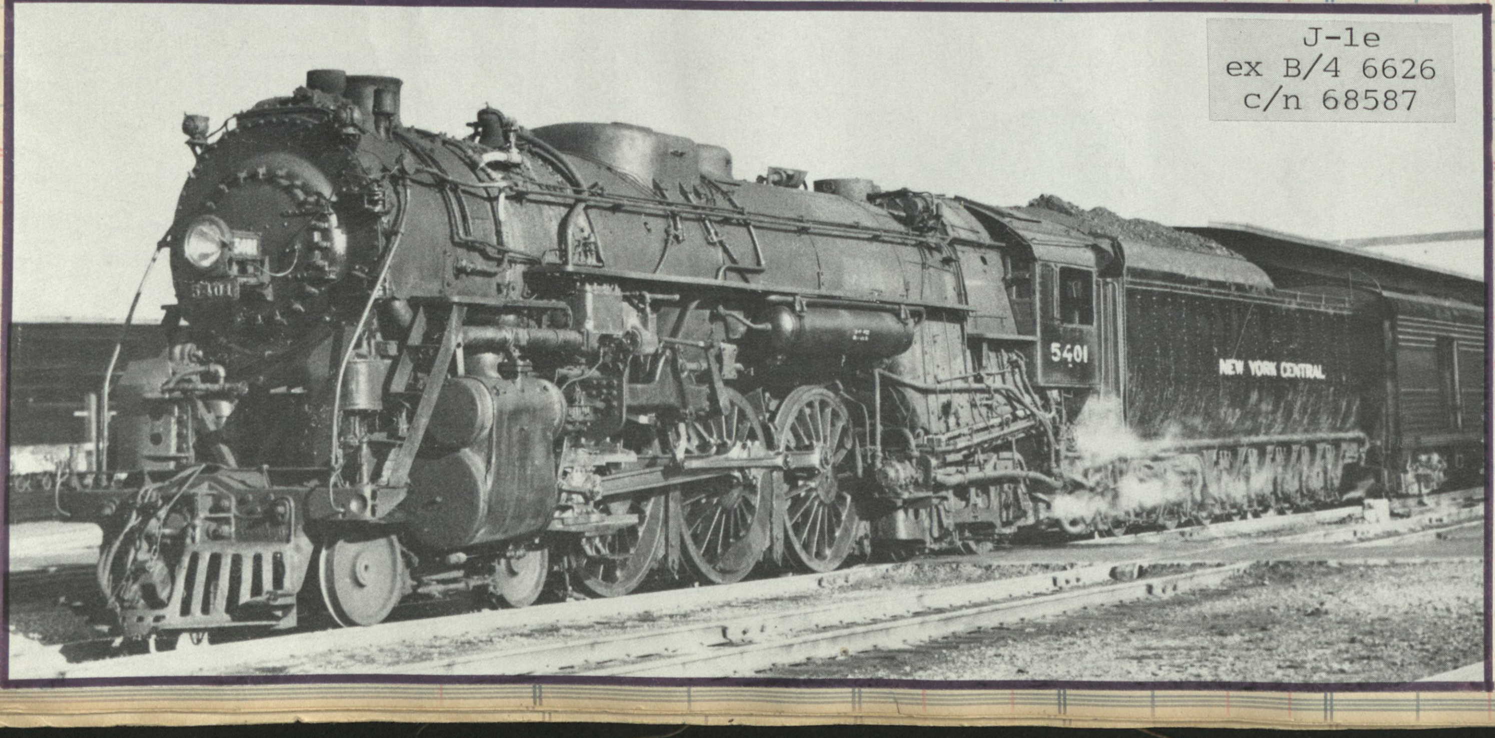
6600-6609 J-1d c/n 68196 Schenectady 1929
[Renoed 5375-5384]



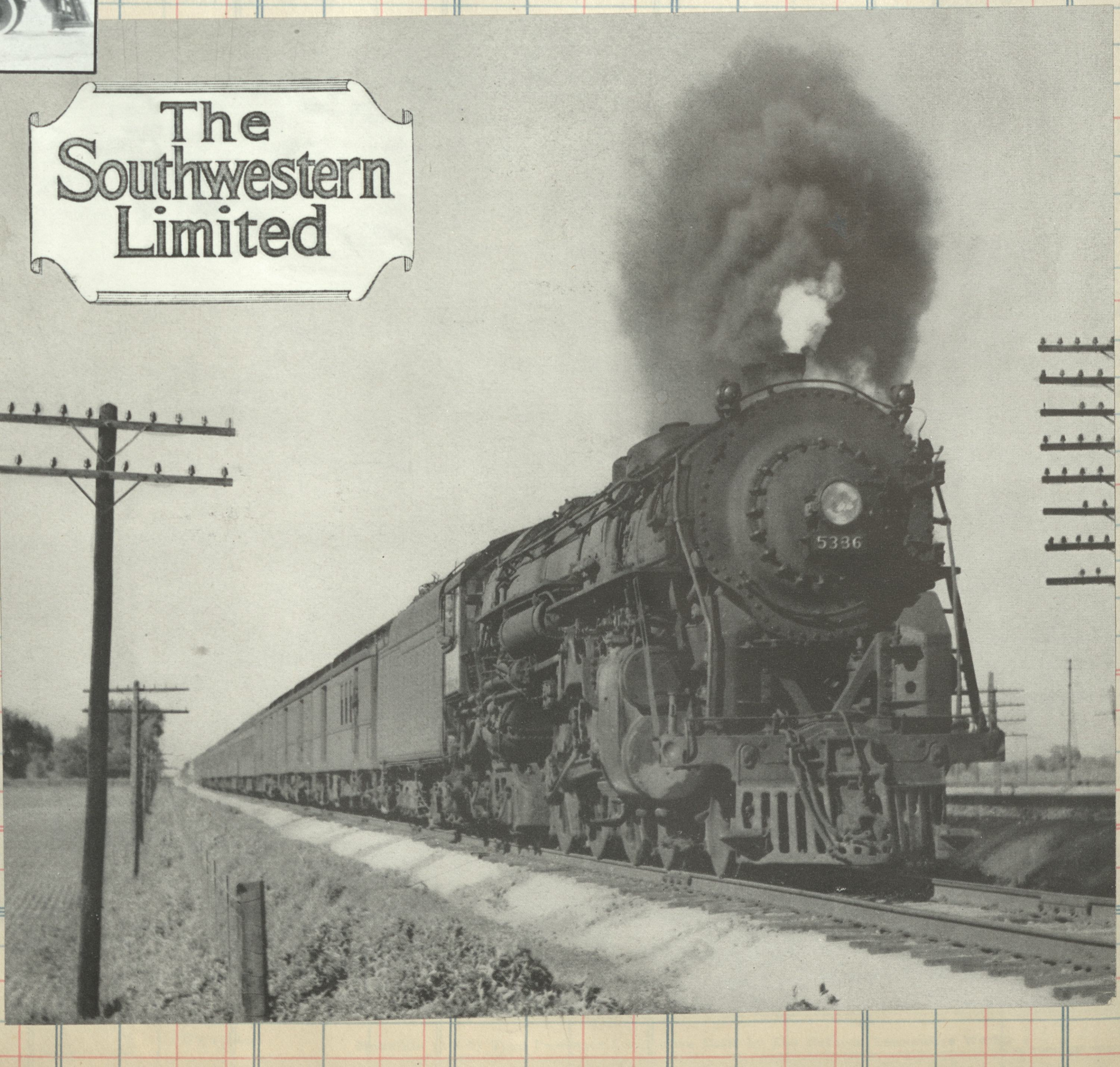


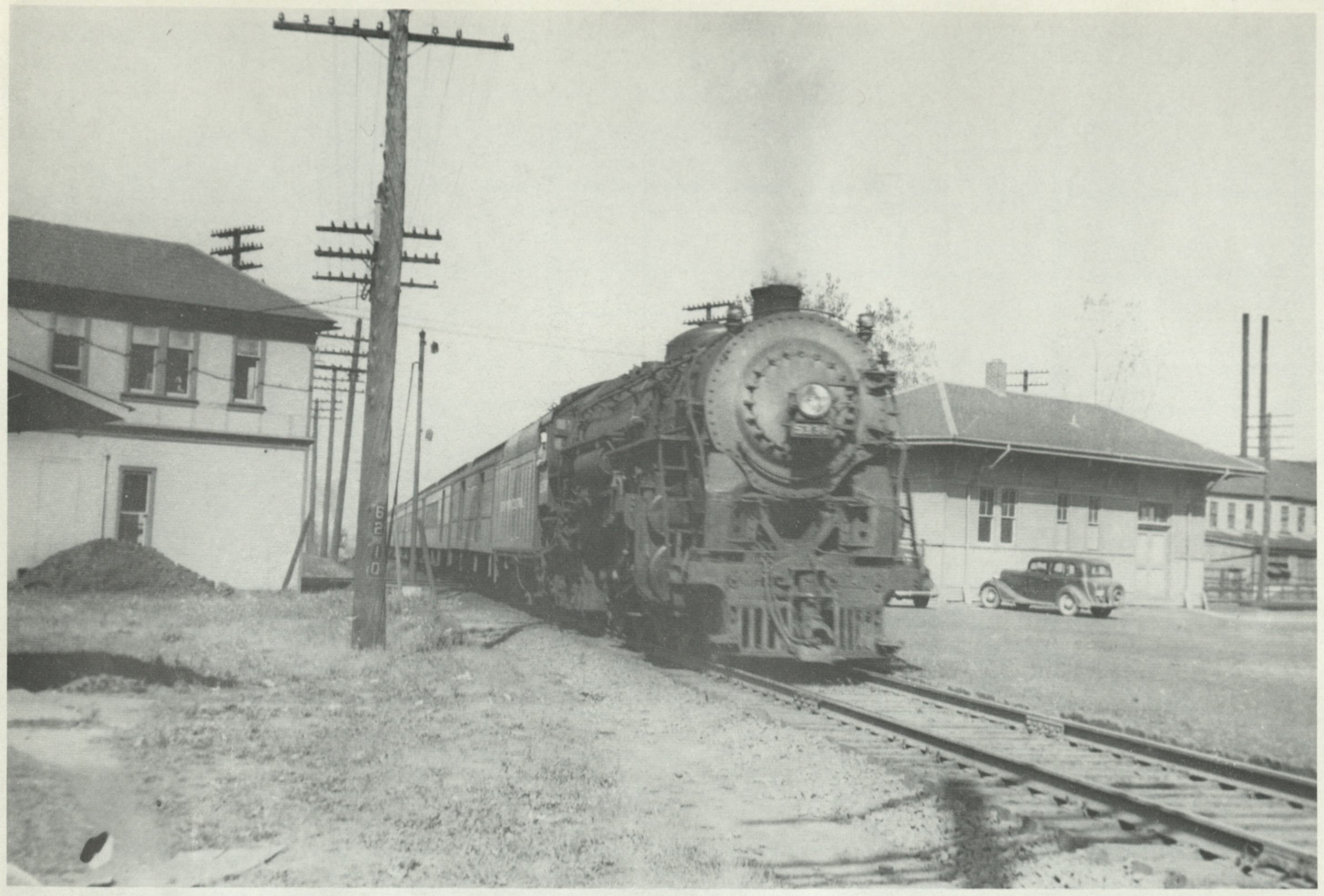
6620-6629 [5395-5404] J-1e c/n 68581 Schenectady 1931

J-1e
ex B/4 6626
c/n 68587



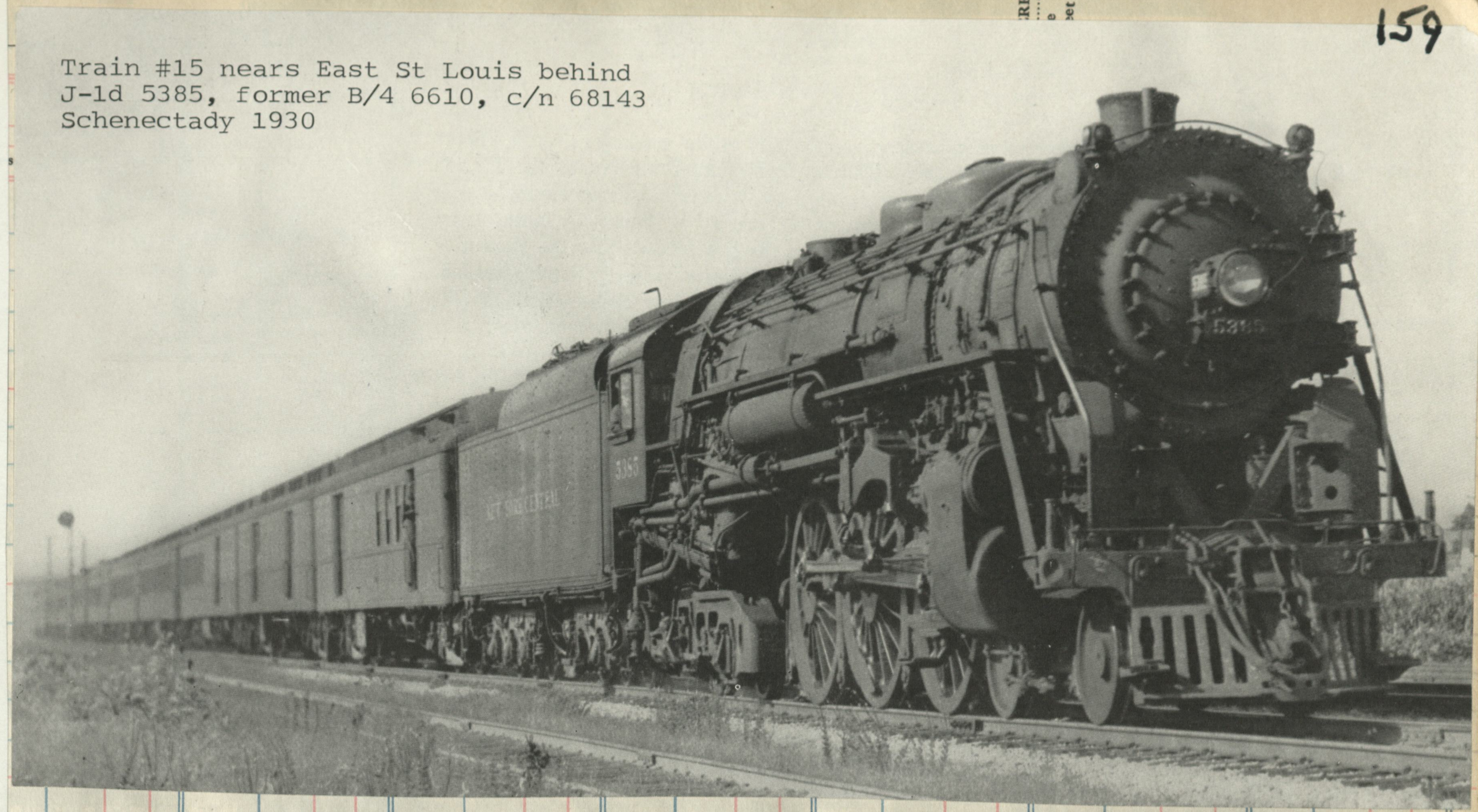
The Southwestern Limited



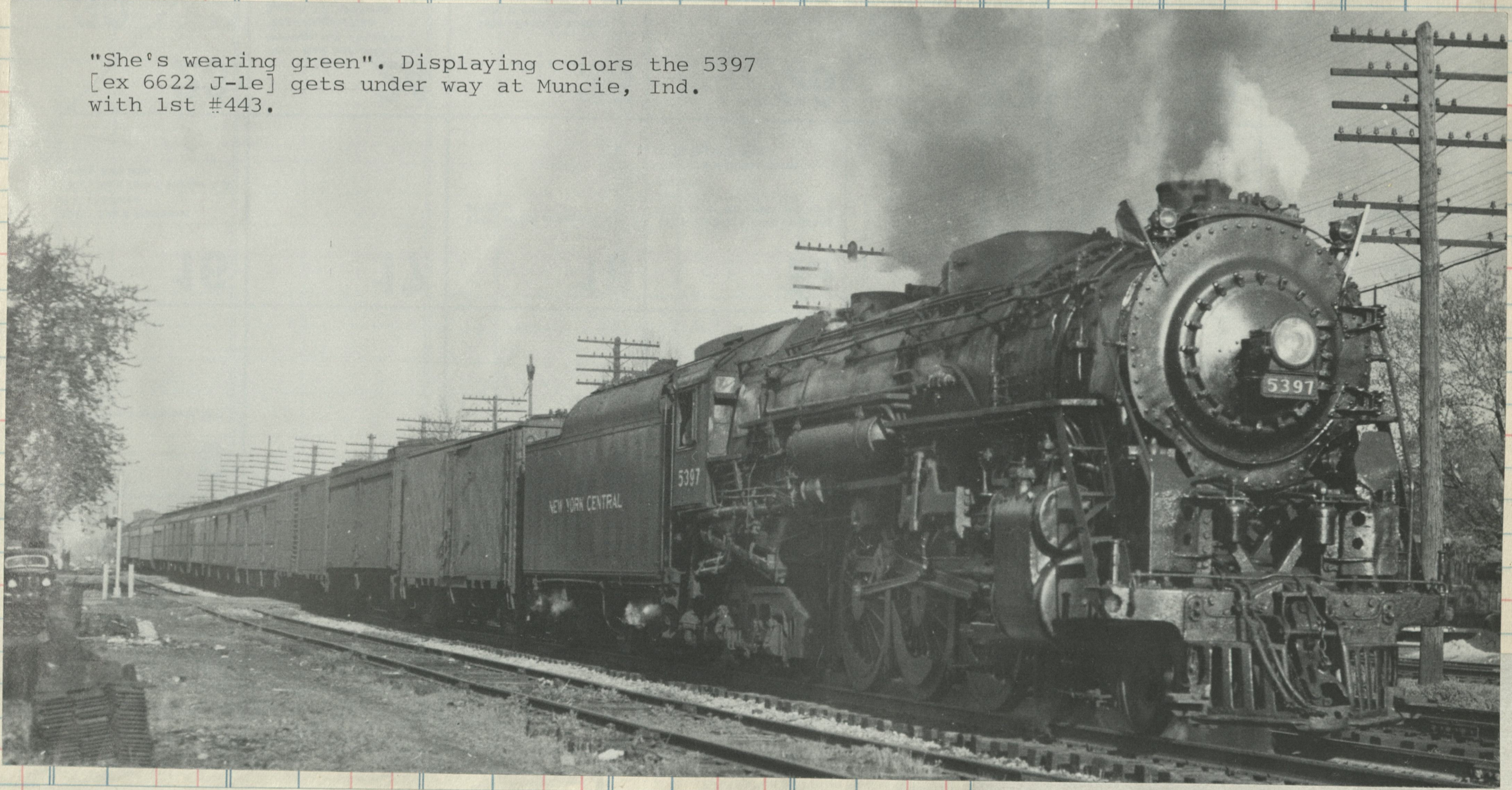


303 5336 roaring over Pennsylvania (Chicago-Pittsburgh) line at Forest, Ohio Engineer John "Monon" Conover note combination NYC-PRR depot. May 1948.

Photo by Si Herring

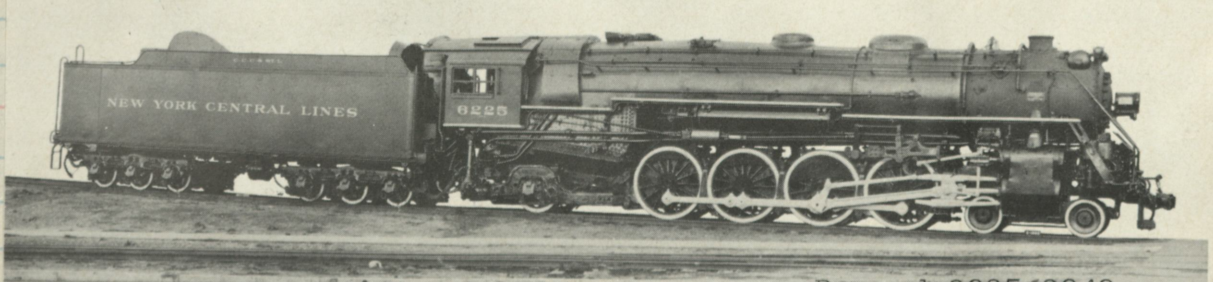


Train #15 nears East St Louis behind
J-1d 5385, former B/4 6610, c/n 68143
Schenectady 1930

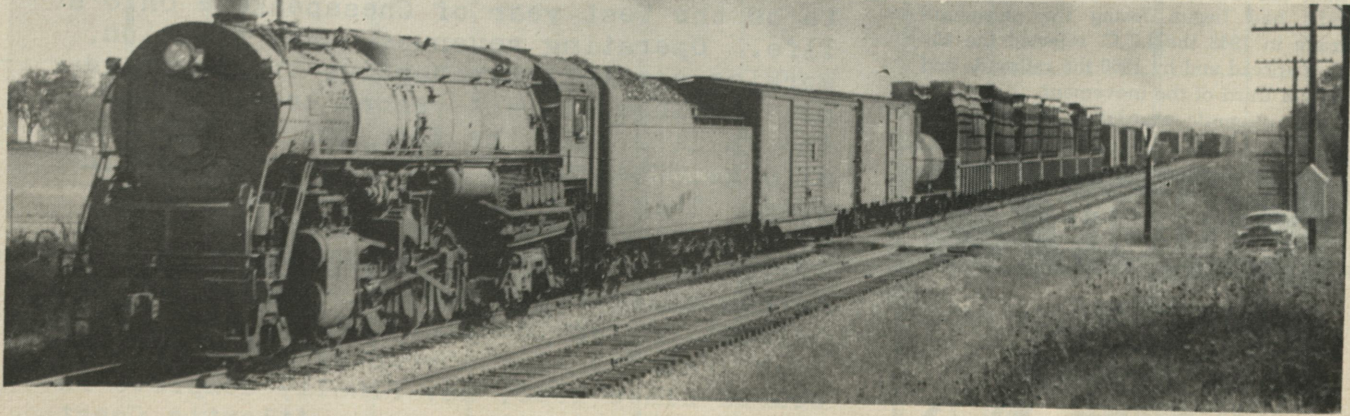


"She's wearing green". Displaying colors the 5397
[ex 6622 J-1e] gets under way at Muncie, Ind.
with 1st #443.

6225-6249 c/n 68118 Schenectady 1929

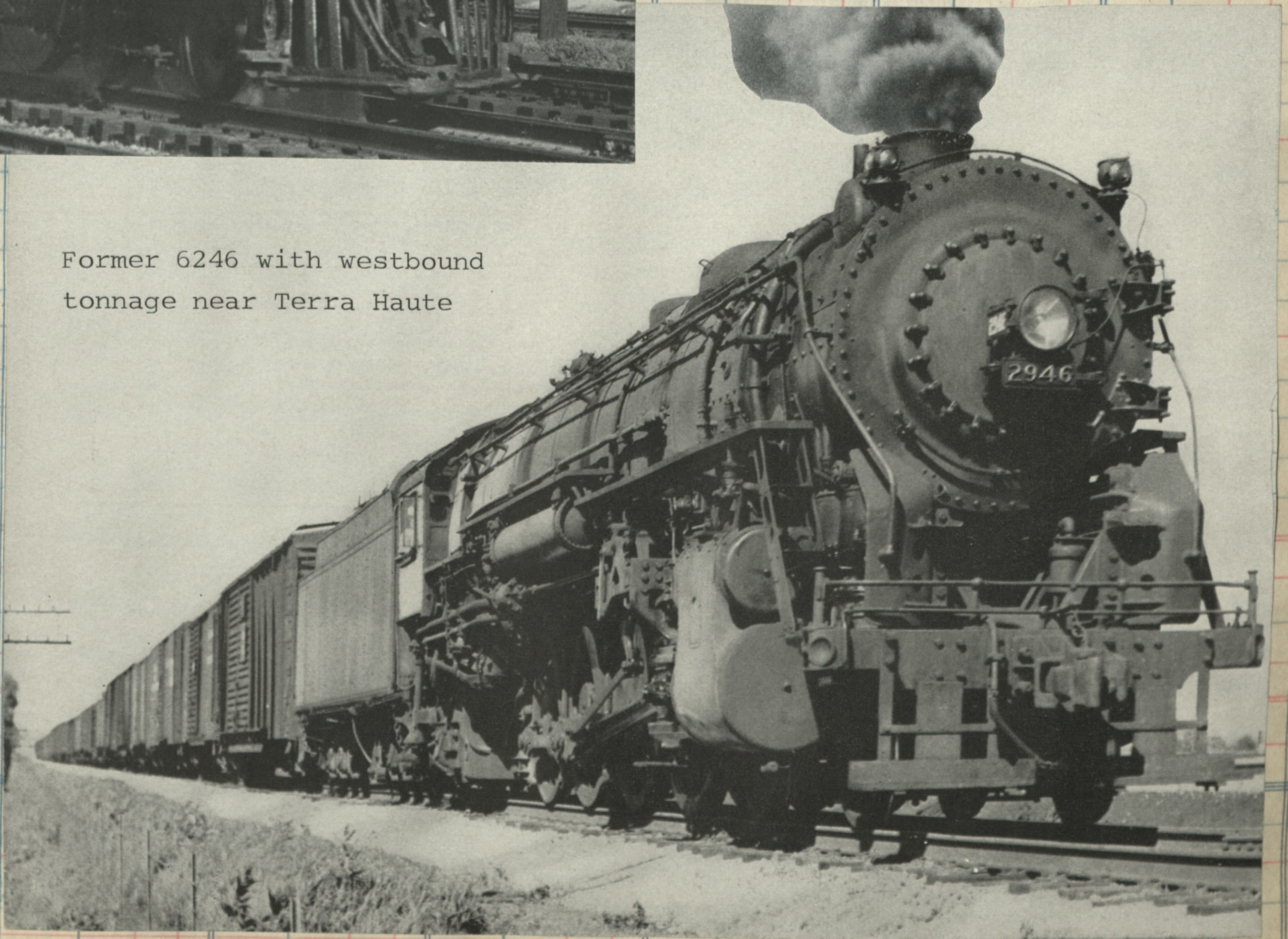


Renoed 2925-2949



Tom Mulaniff.

NEW YORK CENTRAL is getting its money's worth out of No. 9402, one of last seven steamers Alco built. In fall of '55 mixed merchandise rolled west out of Bellefontaine, O., behind former P&LE Berkshire built in 1948. Several of this type engine are working on Ohio Division.



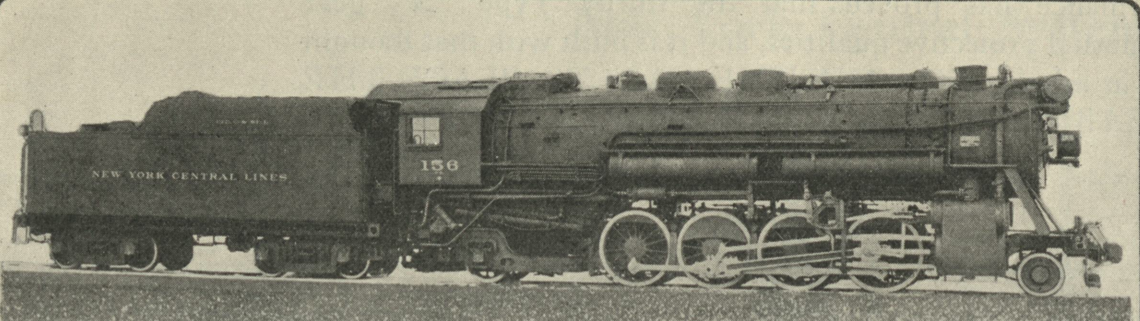
Former 6246 with westbound
tonnage near Terra Haute

160

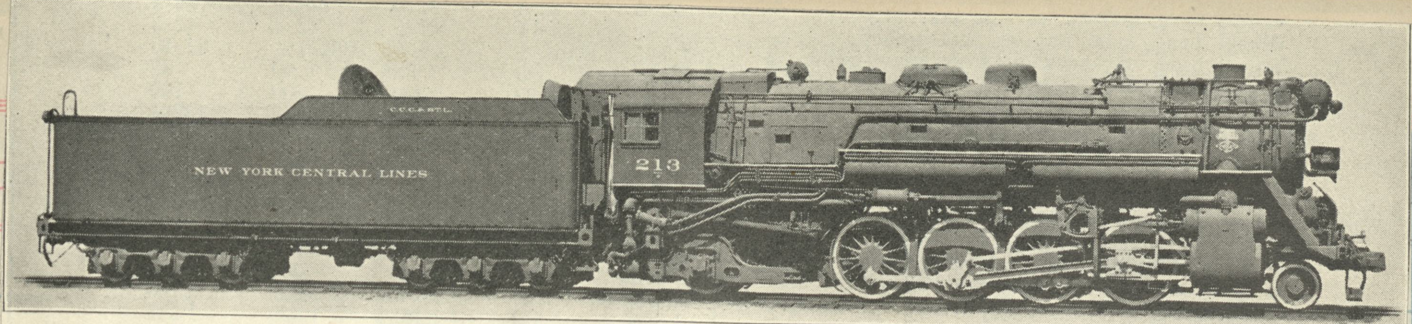
SELLER
DATE
FORM

Sold

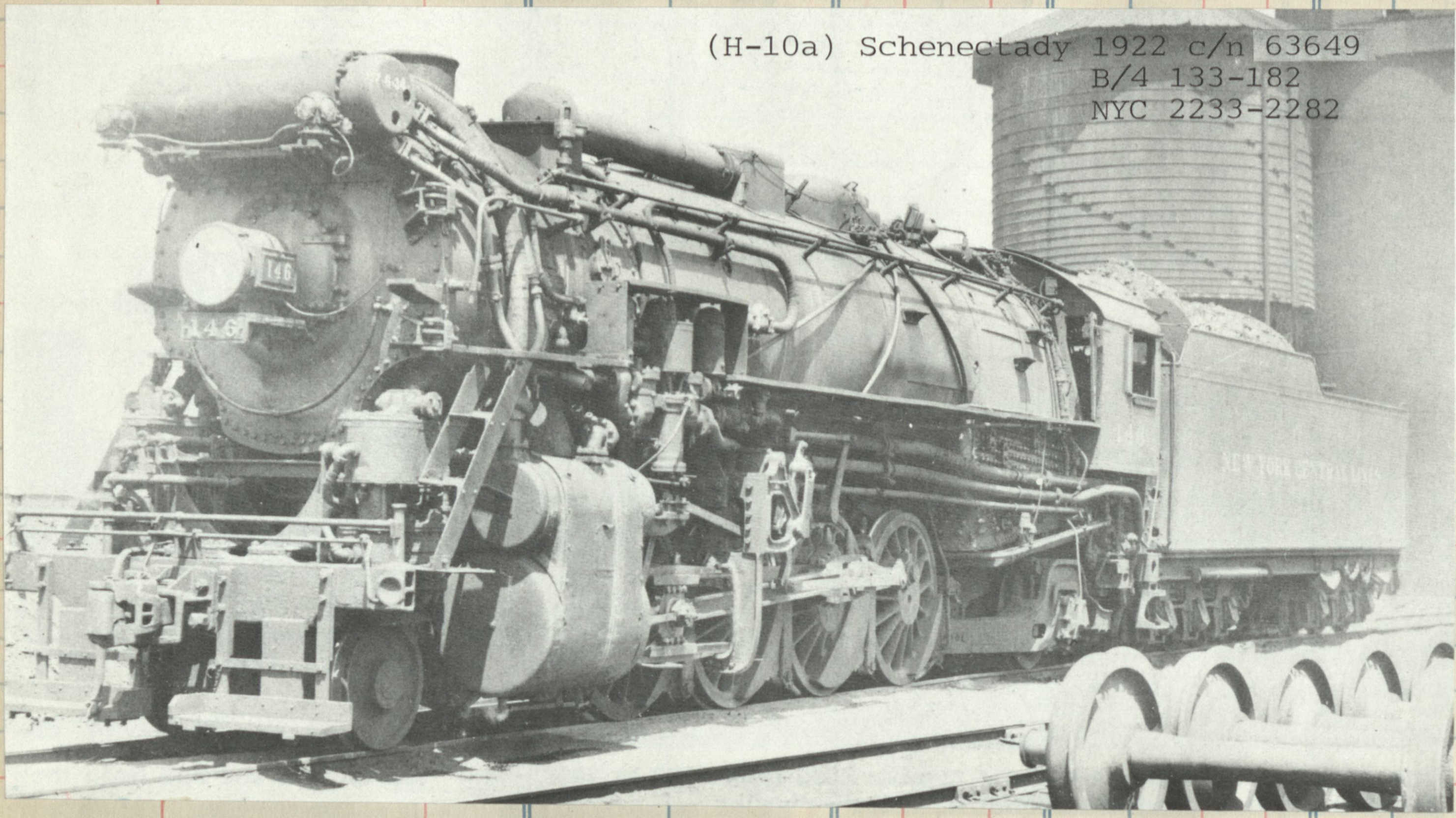
Clos. No. Sold Amount


NEW YORK CENTRAL LINES
156

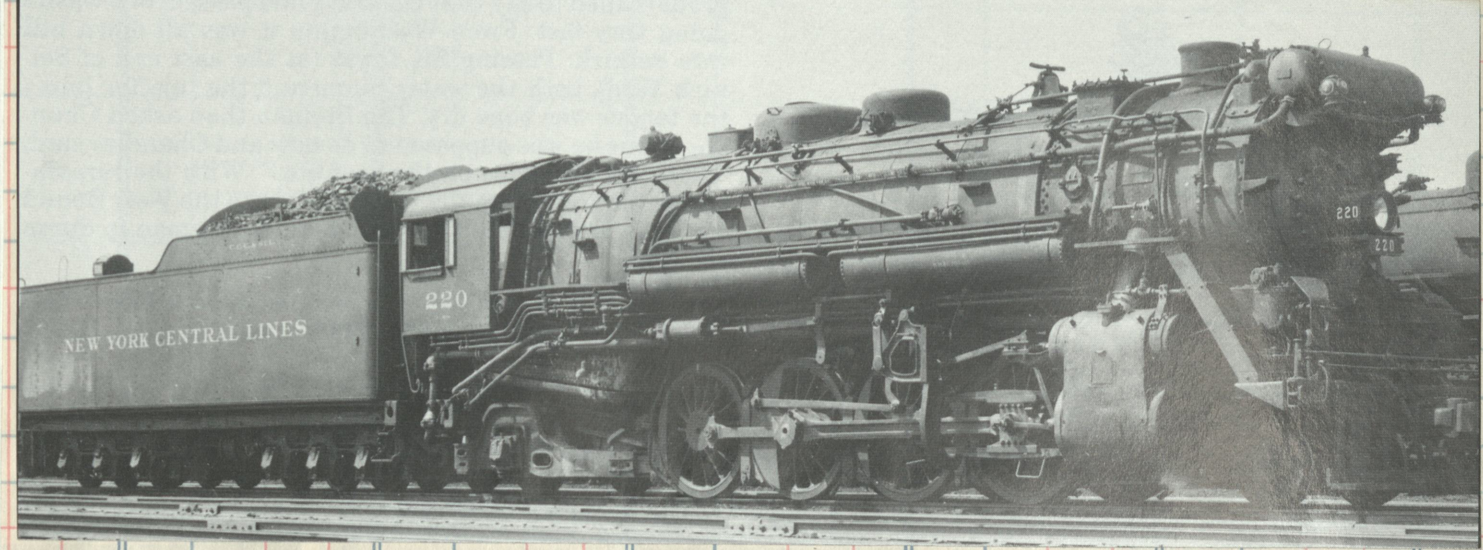
133-182 H-10a Schenectady 1922-23


NEW YORK CENTRAL LINES
213

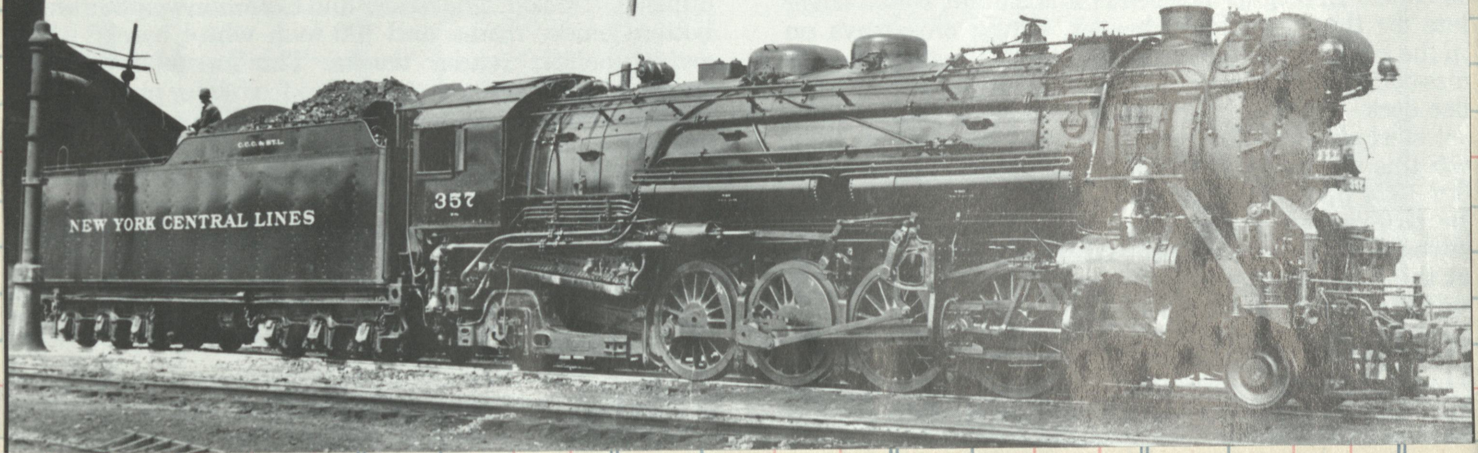
212-236 H-10b c/n 6814 LIMA 1924
Renoed 2313, 2071



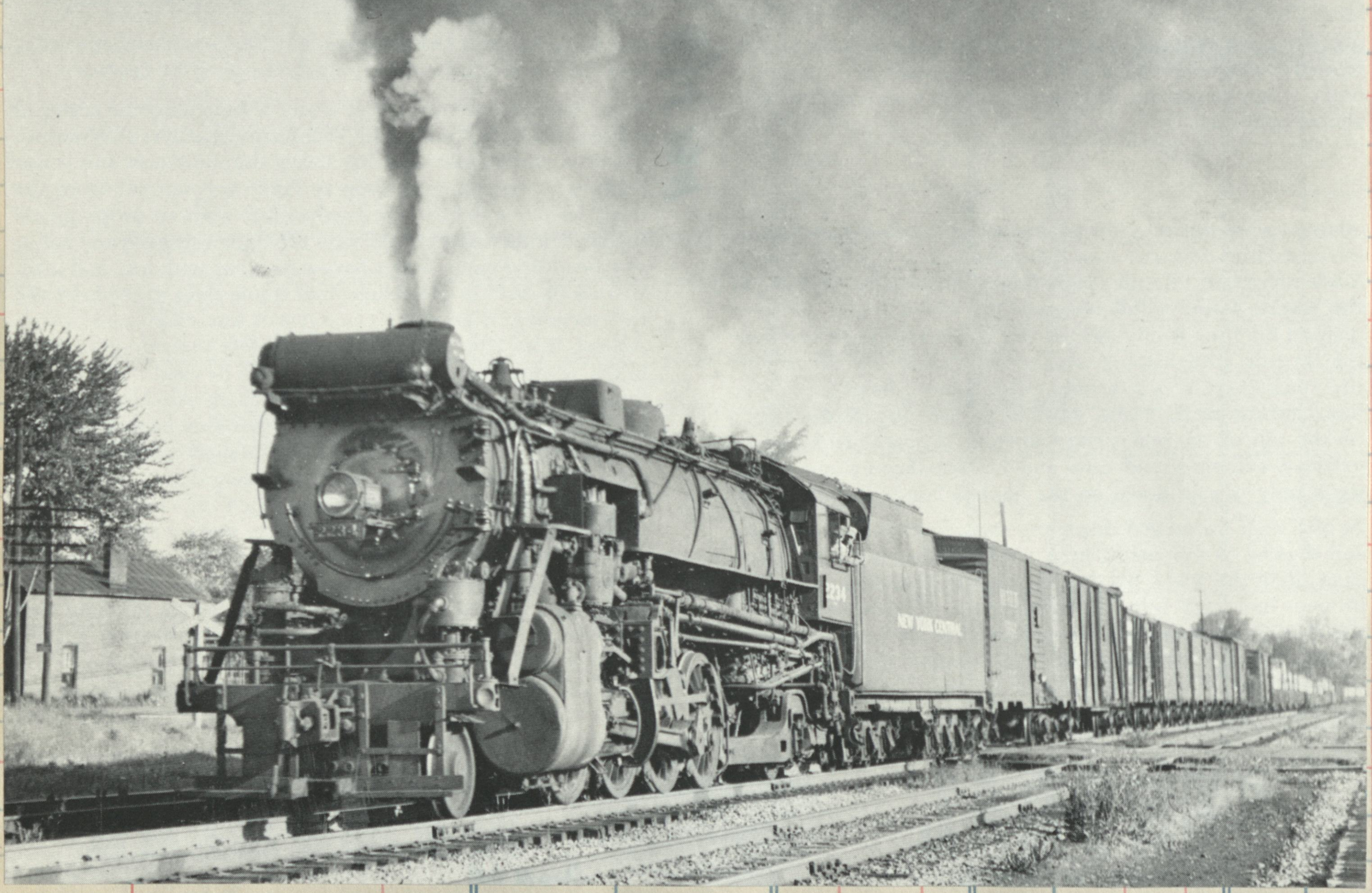
(H-10a) Schenectady 1922 c/n 63649
B/4 133-182
NYC 2233-2282

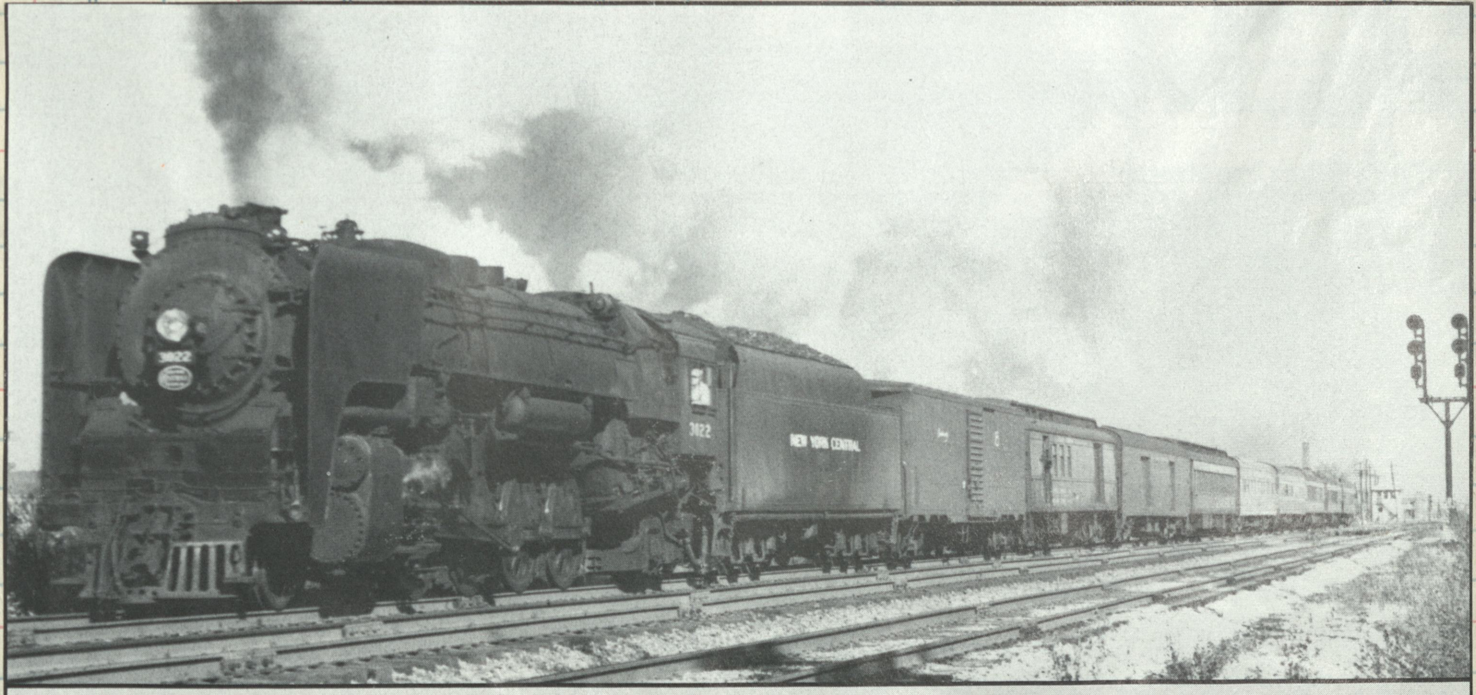

NEW YORK CENTRAL LINES
220

H-10b Renoed 2397 c/n 65599 Schenectady 1924


NEW YORK CENTRAL LINES
357

The 2234 clears the Fostoria yard with train of southbound tonnage


NEW YORK CENTRAL

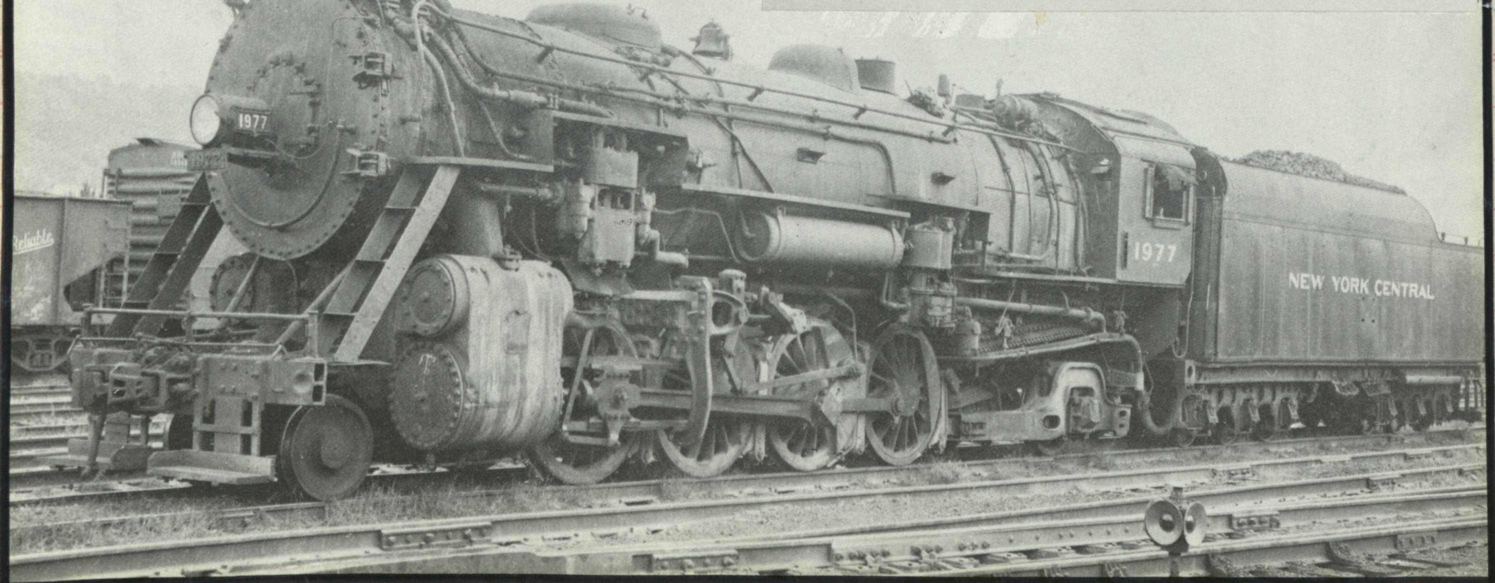

3022
NEW YORK CENTRAL

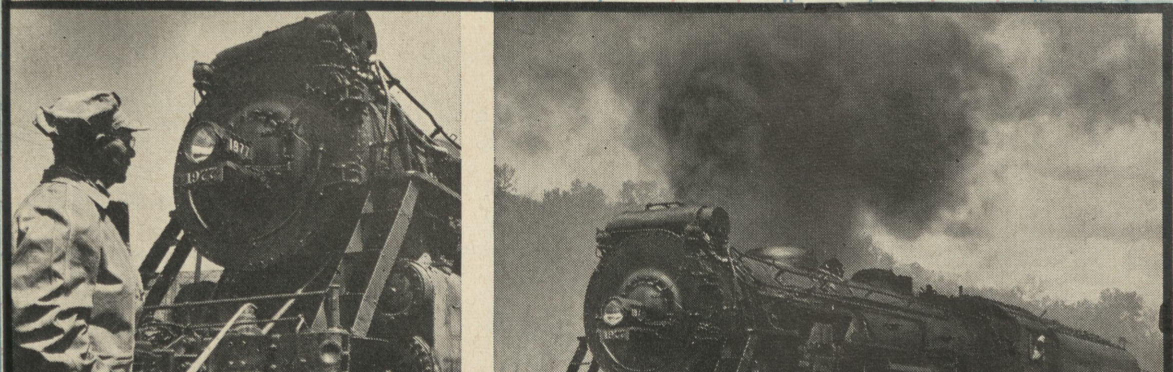
Train #433, The Cleveland-Cincinnati Special, with class L3a #3022 at Short Line Jct., Cleveland, Ohio in October 1953. Photo by Jeremy Taylor, NYCSHS collection.

OBITUARY

The New York Central finally succumbed to the diesel plague on May 3, 1957 when the 1977 worked the last steam assignment out of Riverside yard, Cincinnati.

1977, ex B/4 6177 [6150-6199] H-7e
blt by Brooks 1920 c/n 62274

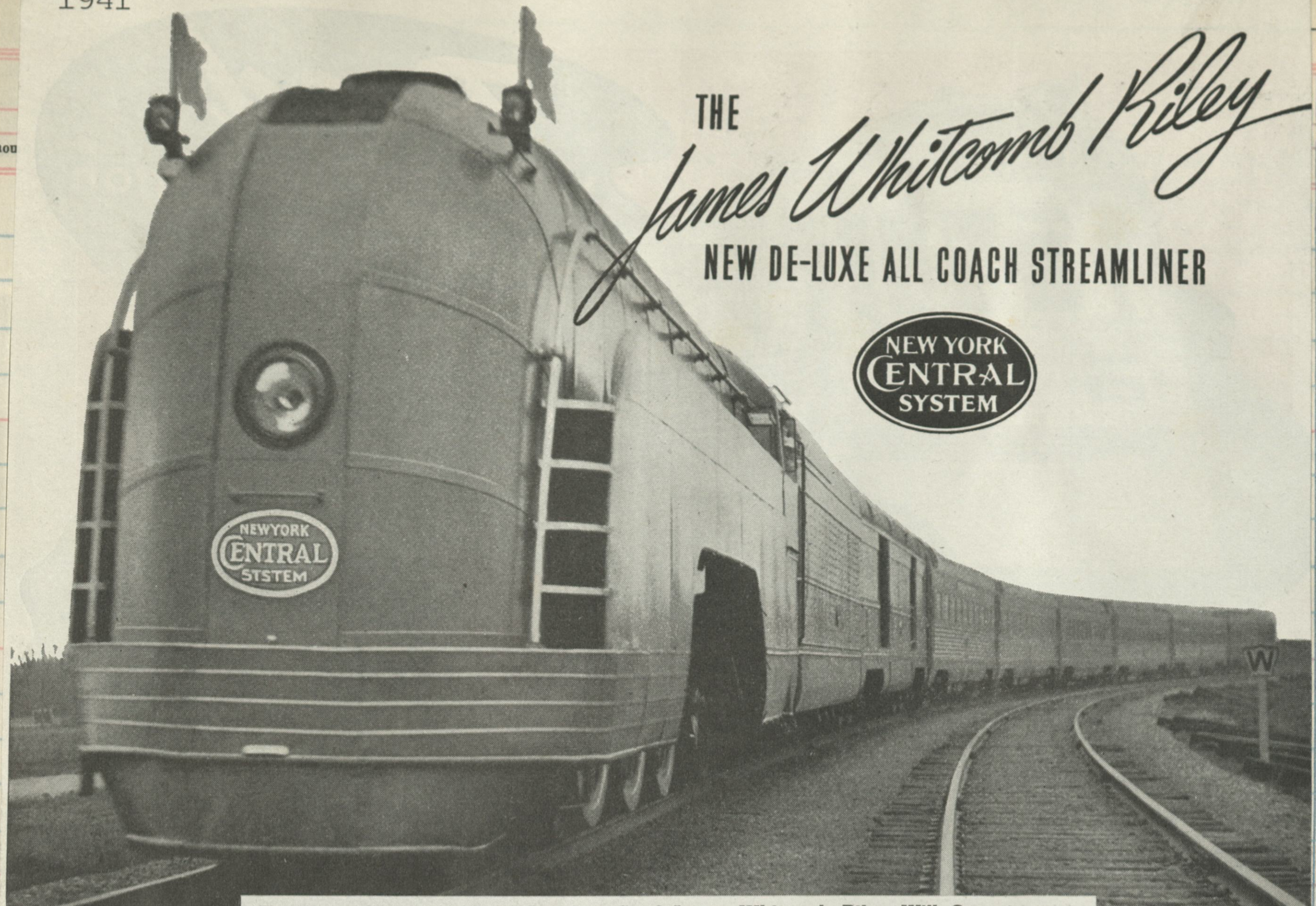

1977
NEW YORK CENTRAL


1977
NEW YORK CENTRAL

Two veterans retire together. A. H. Wener after 50 years
and the 1977 after 37 years loyal service to the N.Y.C.

Clos. No. Sold Amou

1941



THE *James Whitcomb Riley*

NEW DE-LUXE ALL COACH STREAMLINER

NEW YORK CENTRAL SYSTEM

The Seven-Car Streamlined Stainless Steel James Whitcomb Riley Will Operate on a Schedule of 5½ Hr. for the 303 Miles Between Cincinnati, Ohio, and Chicago

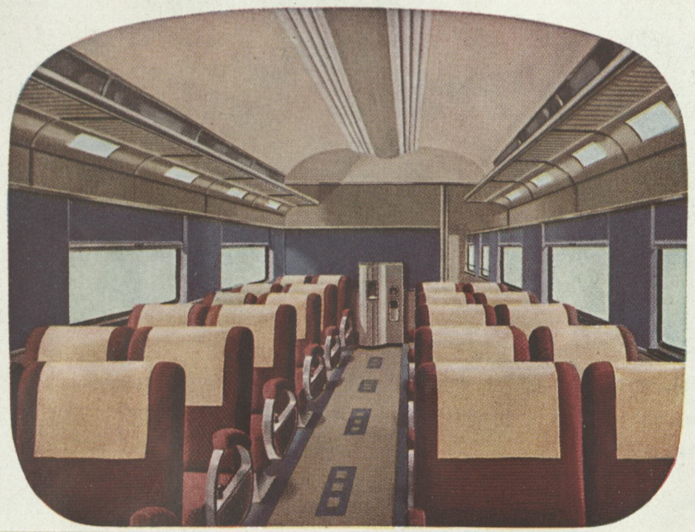
THE *James Whitcomb Riley*

All Coach
STREAMLINER

CHICAGO ★ LAFAYETTE ★ INDIANAPOLIS ★ CINCINNATI

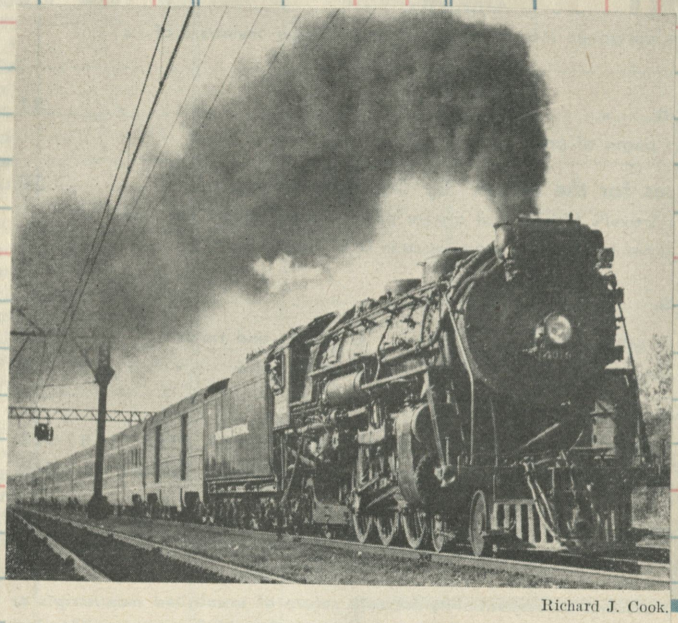
NEW YORK CENTRAL SYSTEM

ount Clos. No. Sold Amount



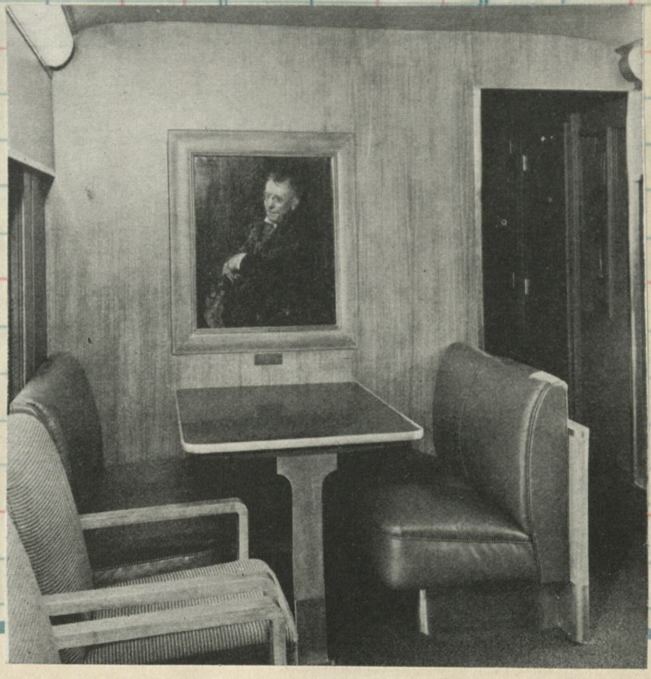
THE DELUXE COACHES

contain roomy, adjustable reclining seats which give complete freedom of movement and are individually reserved in advance. Air-conditioning, restful lighting, and varied interior color schemes contribute to the pleasing atmosphere of this super-streamliner

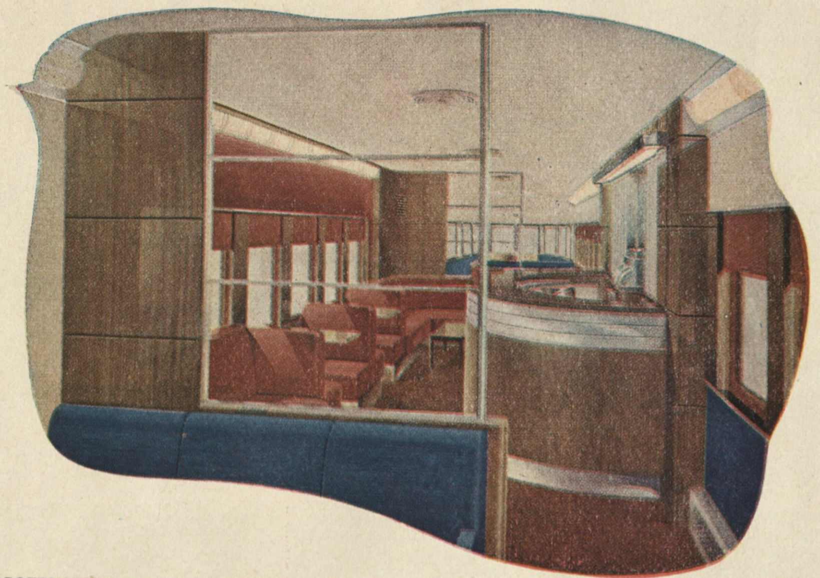


Richard J. Cook.

CHICAGO-CINCINNATI TRAINS: Big Four's James Whitcomb Riley



The locomotive, mail, dining car and observation car were constructed in the Beech Grove Shops of the New York Central System in collaboration with designer Henry Dreyfuss and New York Central engineers, while the four stainless coaches of the train were built by the Budd Company.



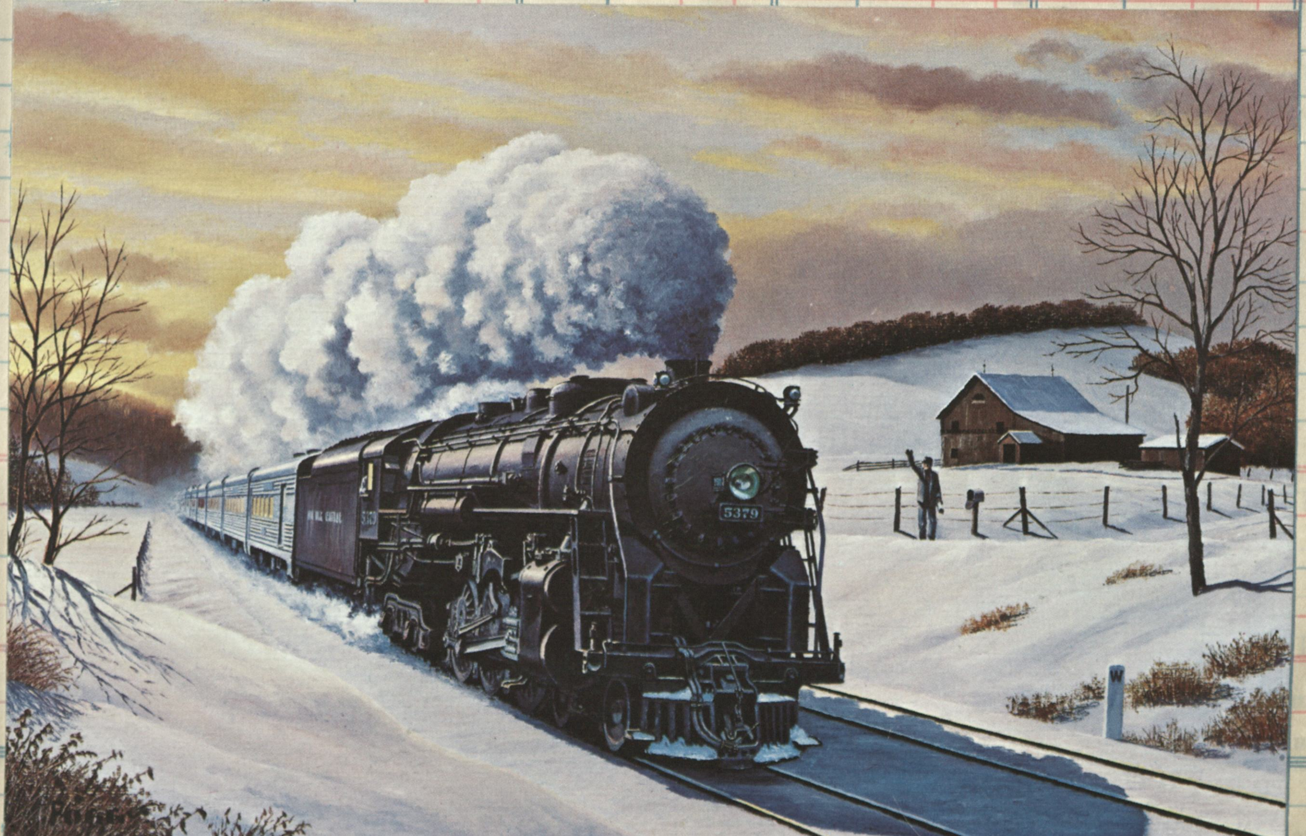
OBSERVATION SOLARIUM LOUNGE . . .
The James Whitcomb Riley

For the use of all passengers

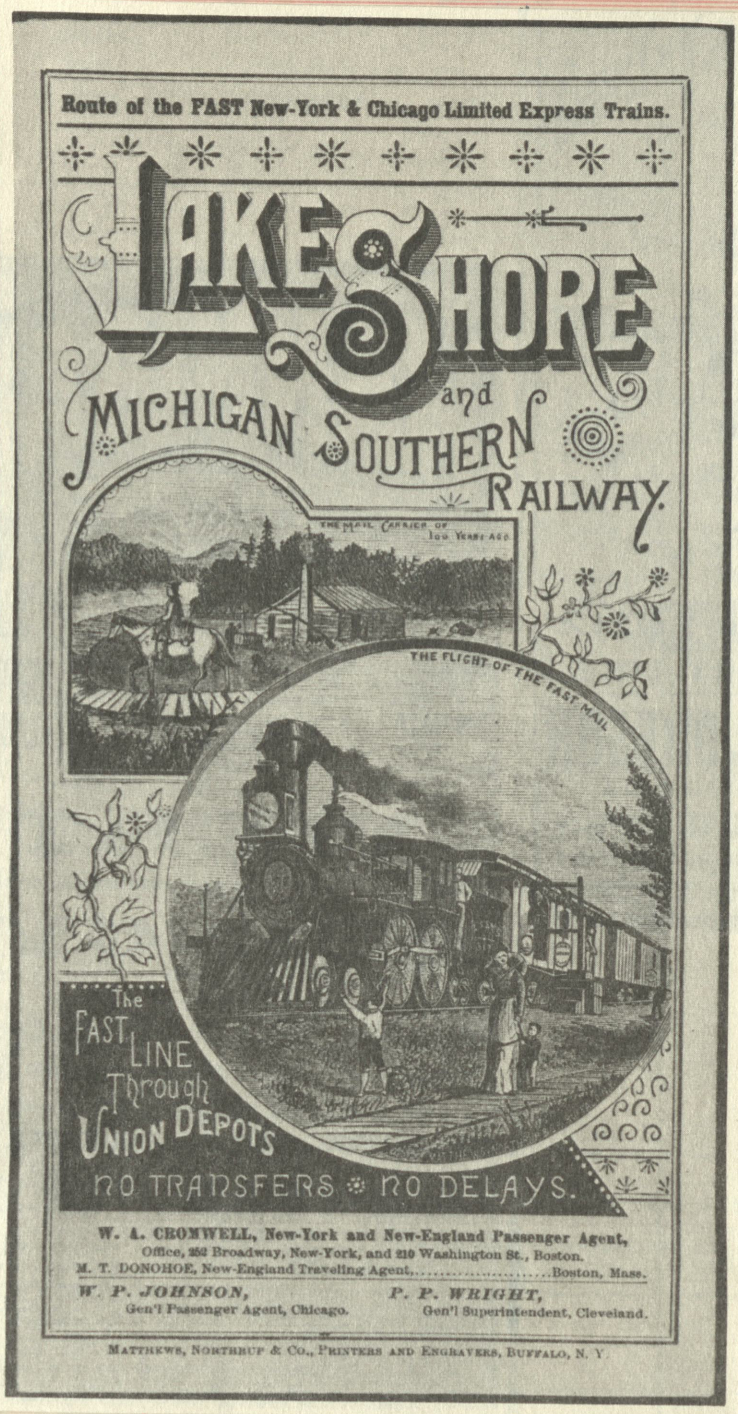
The intimate and compact observation solarium lounge car resembles a luxurious club. A feature is an oil painting of James Whitcomb Riley, a copy of the famous Sargent portrait in the John Herron Art Institute in Indianapolis.

THE DINING CAR . .
The James Whitcomb Riley

In soft tones of blue, tan and rust, featuring attractive banquette seats and semi-circular tables, the diner provides an added touch of gracious living. The diner is a smart restaurant serving delicious a la carte and table d'hote low-cost meals.



INDIANA TWLIGHT Fogg



Route of the FAST New-York & Chicago Limited Express Trains.

LAKE SHORE and MICHIGAN SOUTHERN RAILWAY.

THE MAIL CARRIER OF 100 YEARS AGO
THE FLIGHT OF THE FAST MAIL

The FAST LINE Through UNION DEPOTS

NO TRANSFERS ❋ NO DELAYS.

W. A. CROMWELL, New-York and New-England Passenger Agent,
Office, 252 Broadway, New-York, and 210 Washington St., Boston.
M. T. DONOHOE, New-England Traveling Agent, ...Boston, Mass.

W. P. JOHNSON,
Gen'l Passenger Agent, Chicago.

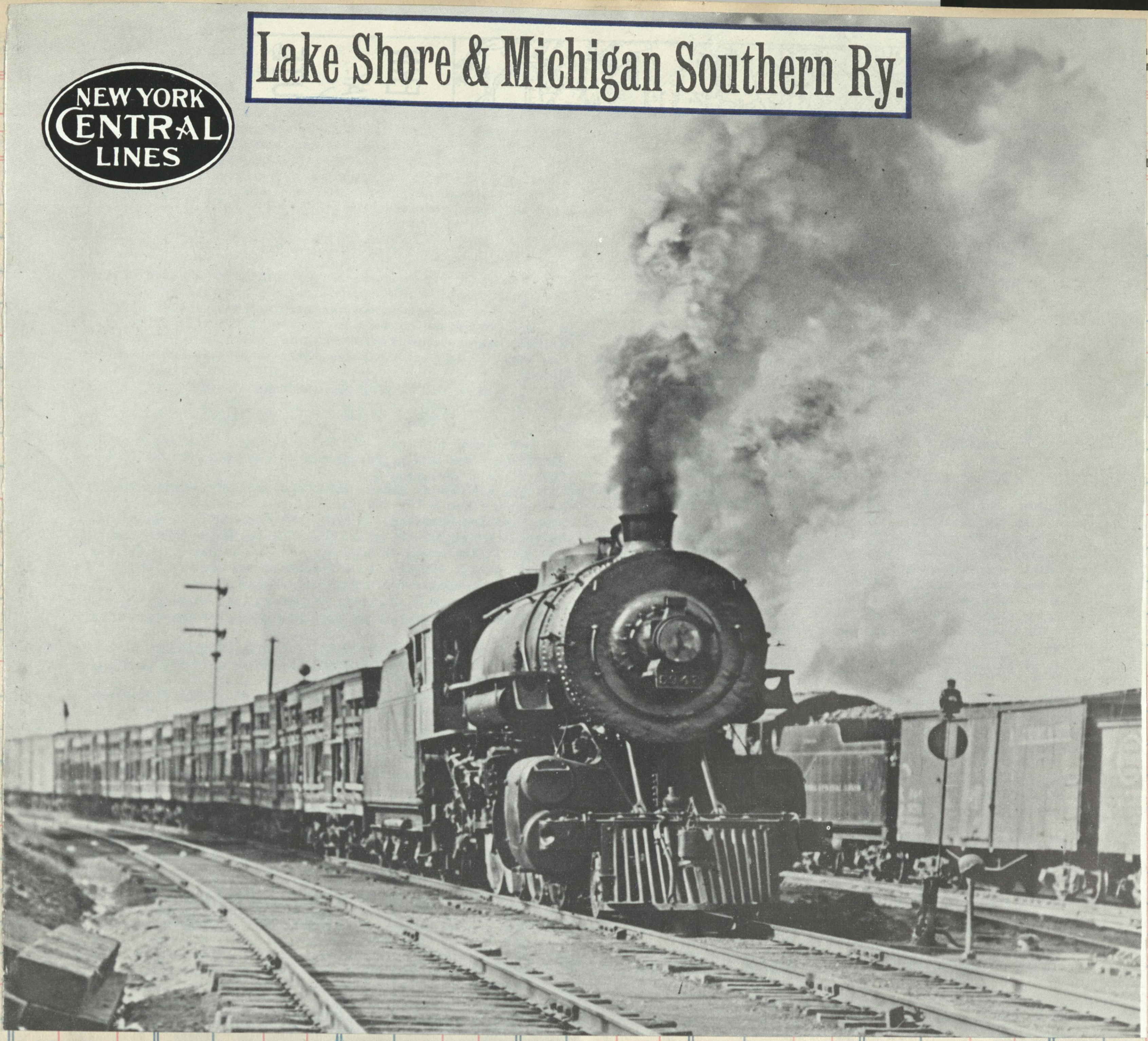
P. P. WRIGHT,
Gen'l Superintendent, Cleveland.

Matthews, Northrup & Co., Printers and Engravers, Buffalo, N. Y.

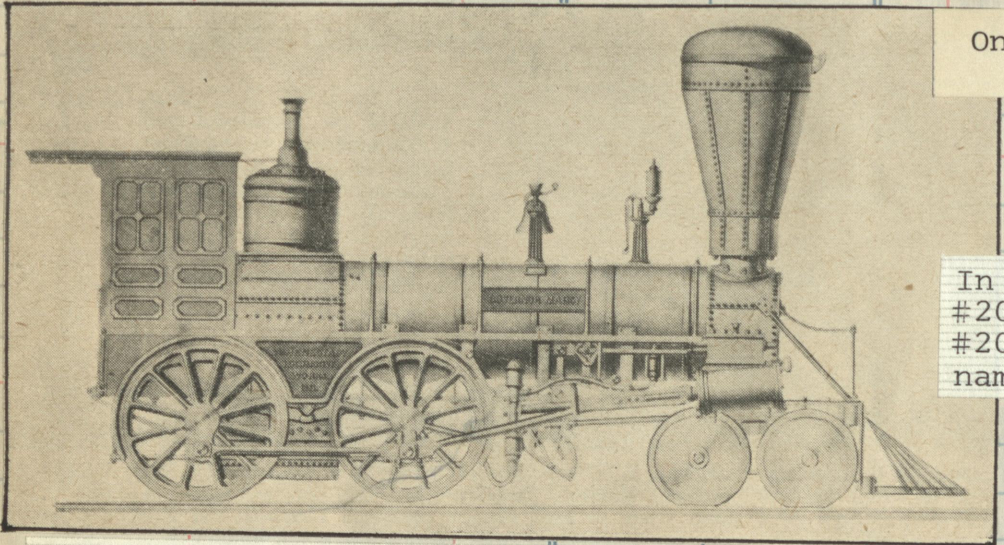
Lake Shore & Michigan Southern Ry.

NEW YORK CENTRAL LINES

Lake Shore & Michigan Southern
consolidated with
New York Central Lines
July 20, 1914

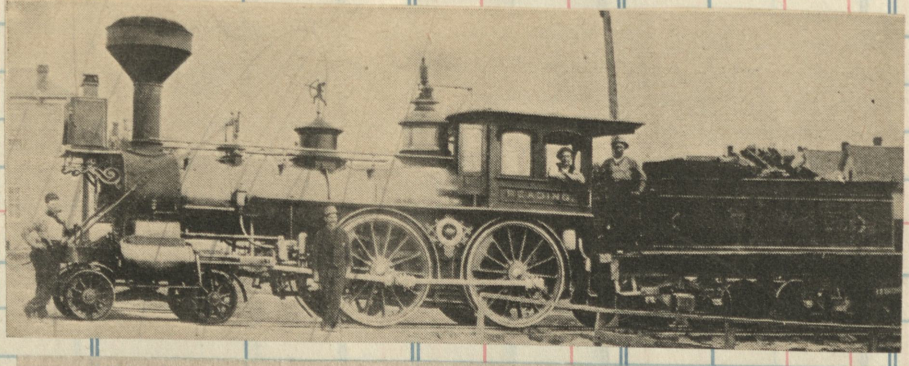


One of the G-6k Consolidations, #5947, swaggers thru Airline Jct. c 1912
5938-5962 c/n 39074 Brooks 1906



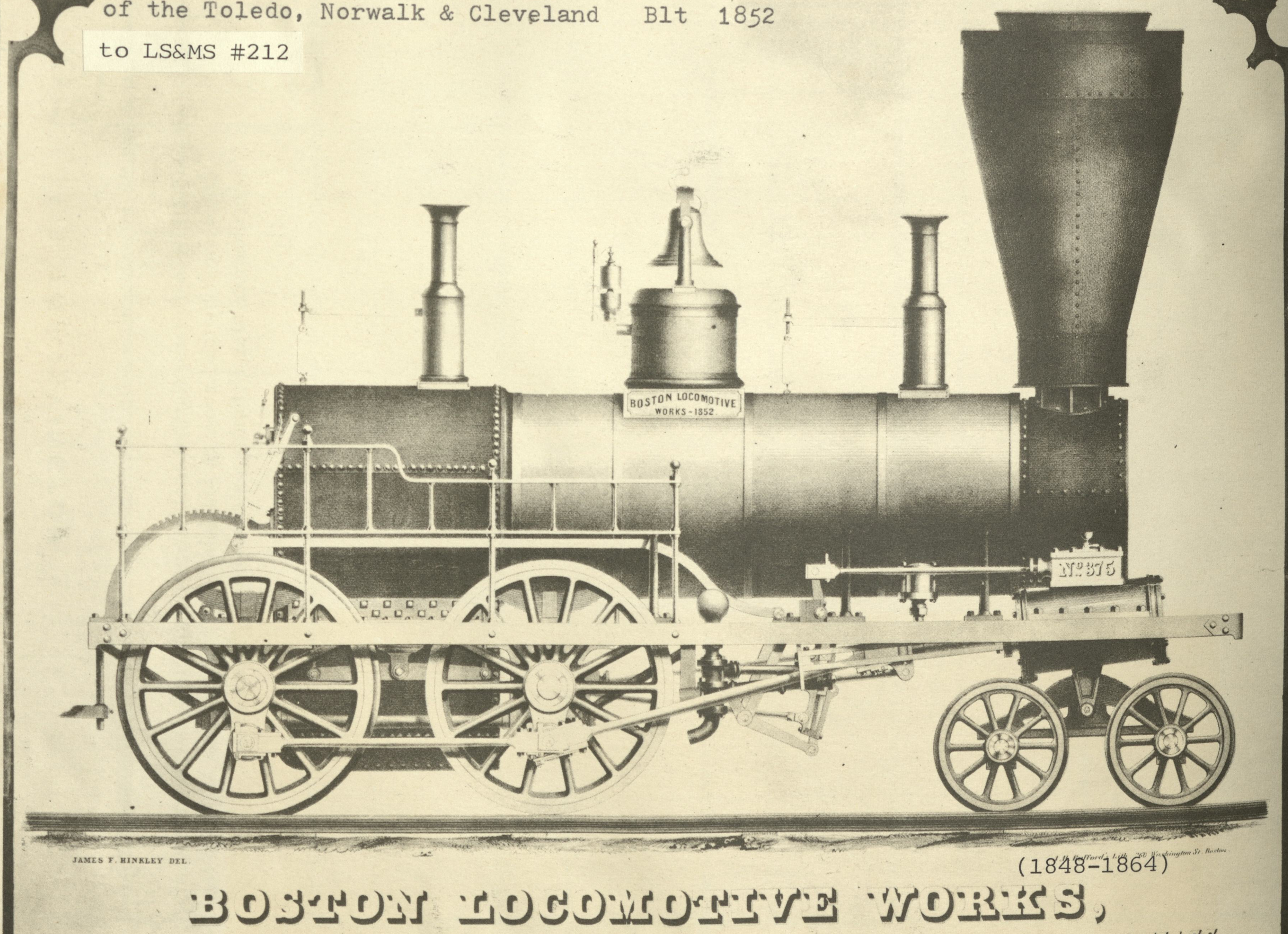
In 1855 to MS&NI
#20, then LS&MS
#20 in 1869 and
named "Iron Duke"

The 5th engine blt by Schenectady "Gov Marcy"
for Mich Southern in 1851



Ft Wayne, Jackson & Saginaw "Reading"
Hinkley 1869 To LS&MS 538

The "NORWALK"
of the Toledo, Norwalk & Cleveland Blt 1852
to LS&MS #212

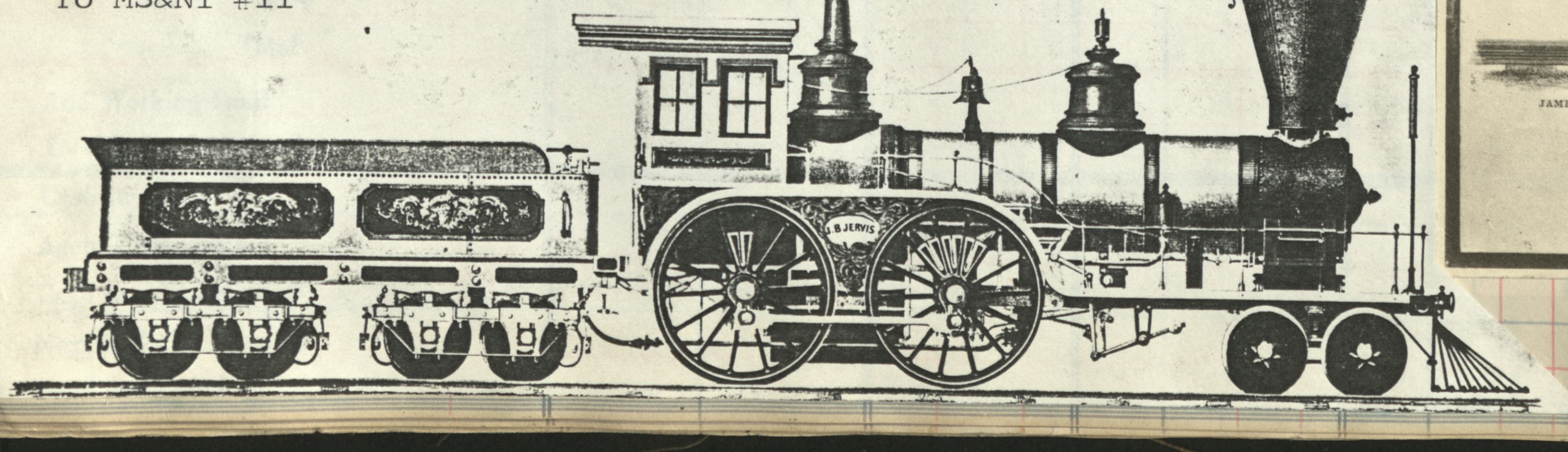


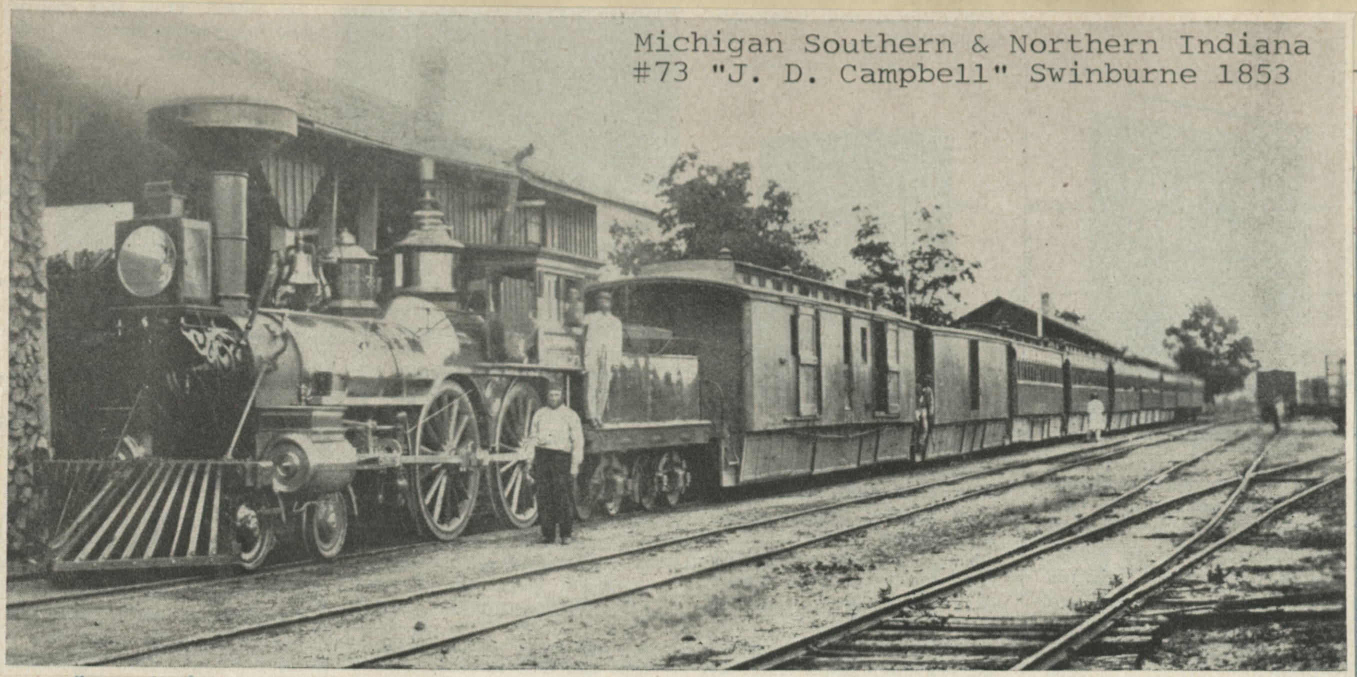
JAMES F. HINKLEY DEL.

(1848-1864)

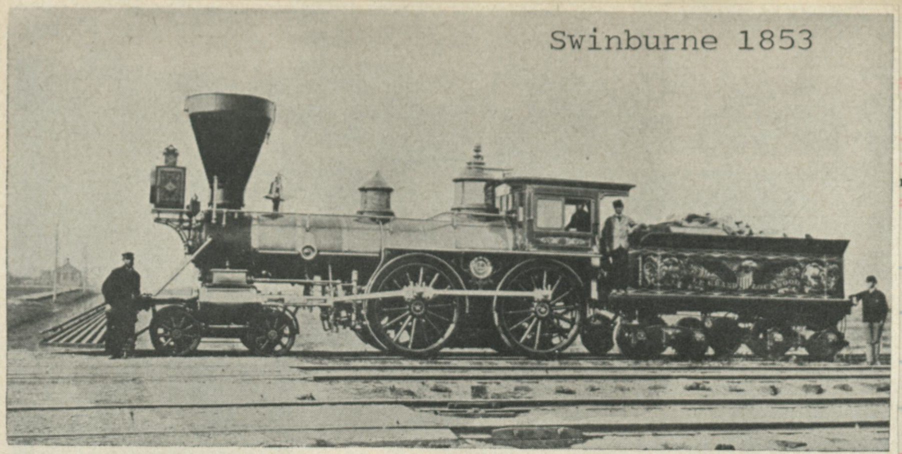
BOSTON LOCOMOTIVE WORKS,
HOLMES HINKLEY, Agent, No. 380 Harrison Avenue, BOSTON, MASS.

Michigan Southern "J. B. Jervis"
Amoskeag 1851 c/n 23
To MS&NI #11





Michigan Southern & Northern Indiana
#73 "J. D. Campbell" Swinburne 1853

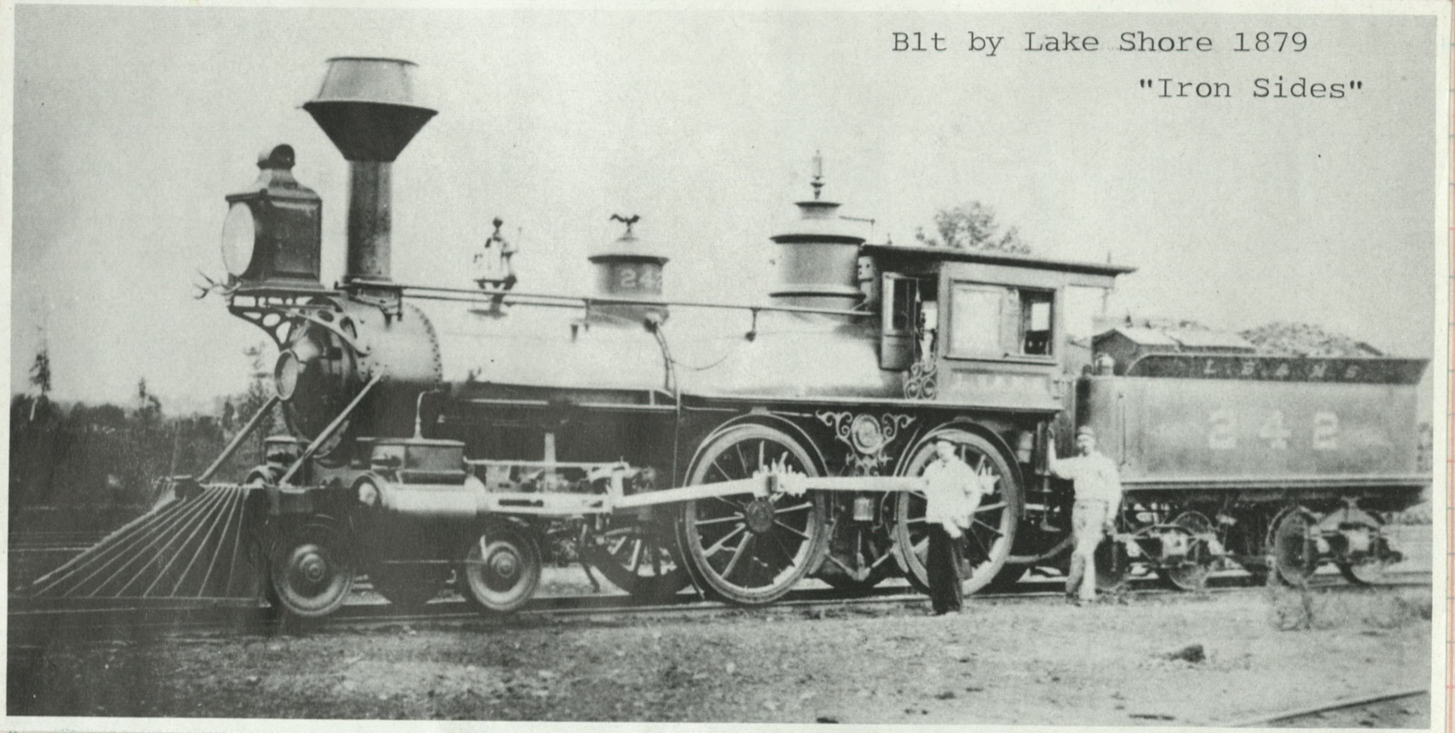


Swinburne 1853

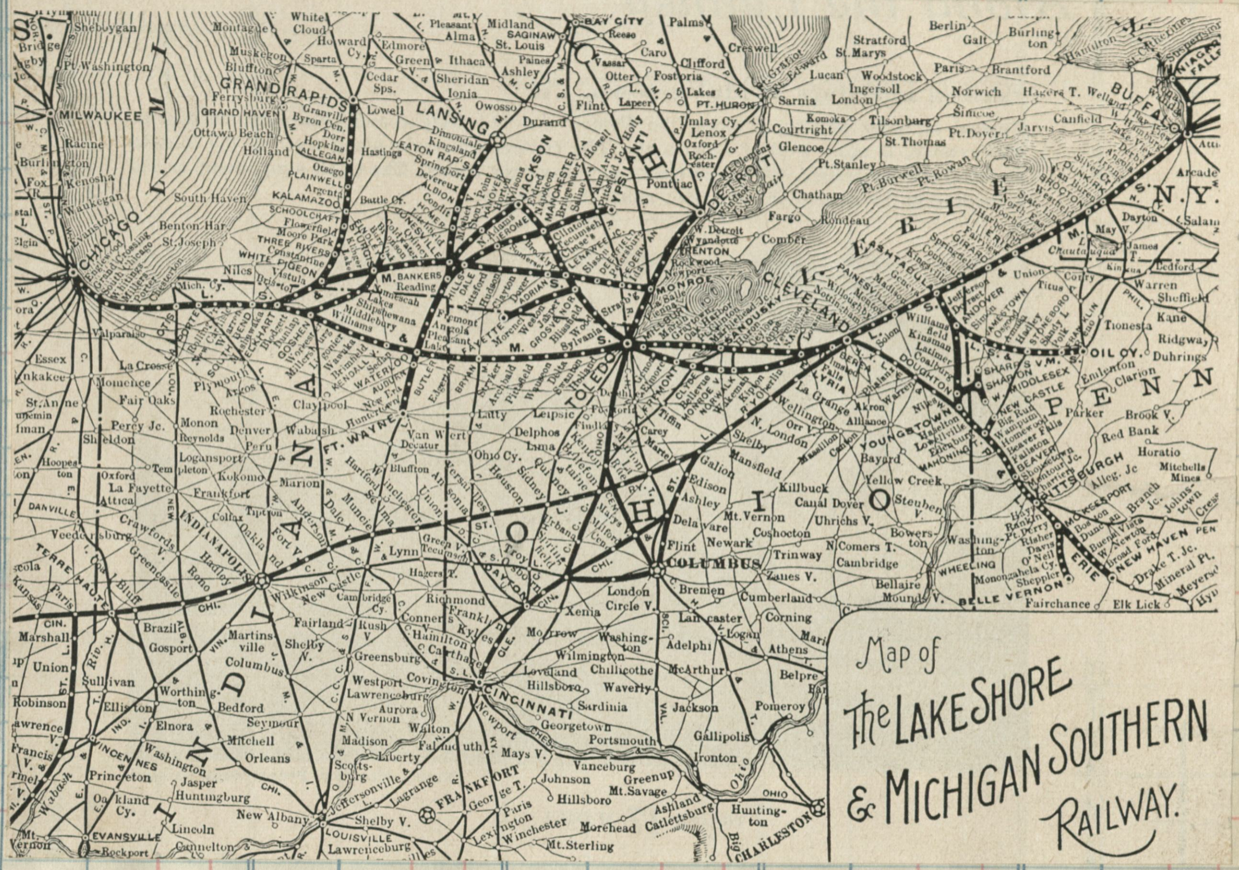
Michigan Southern & Northern Indiana No. 72, the *Le Grand Lockwood*.

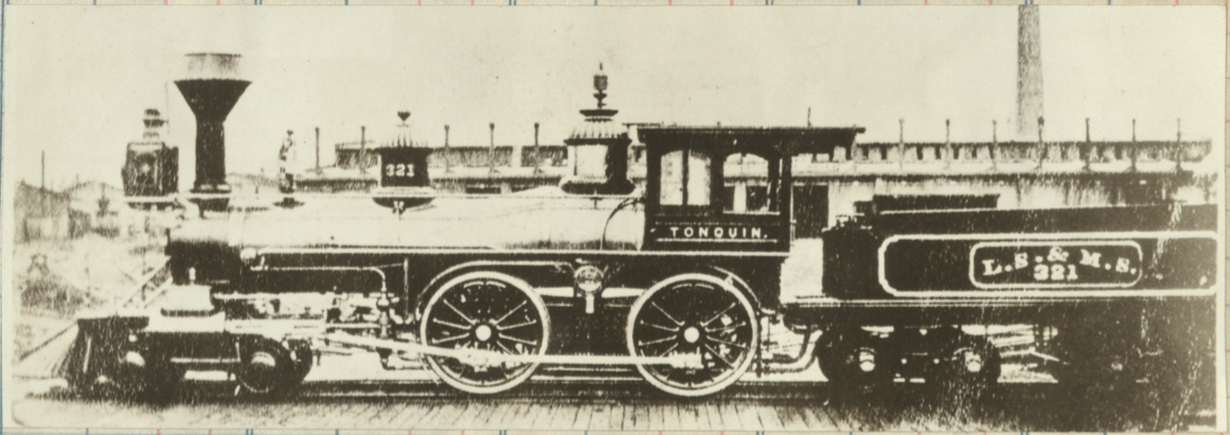
CUT HERE
To Make
Short Sheet

Clos. No. Sold Amount Clos. No. Sold Amount

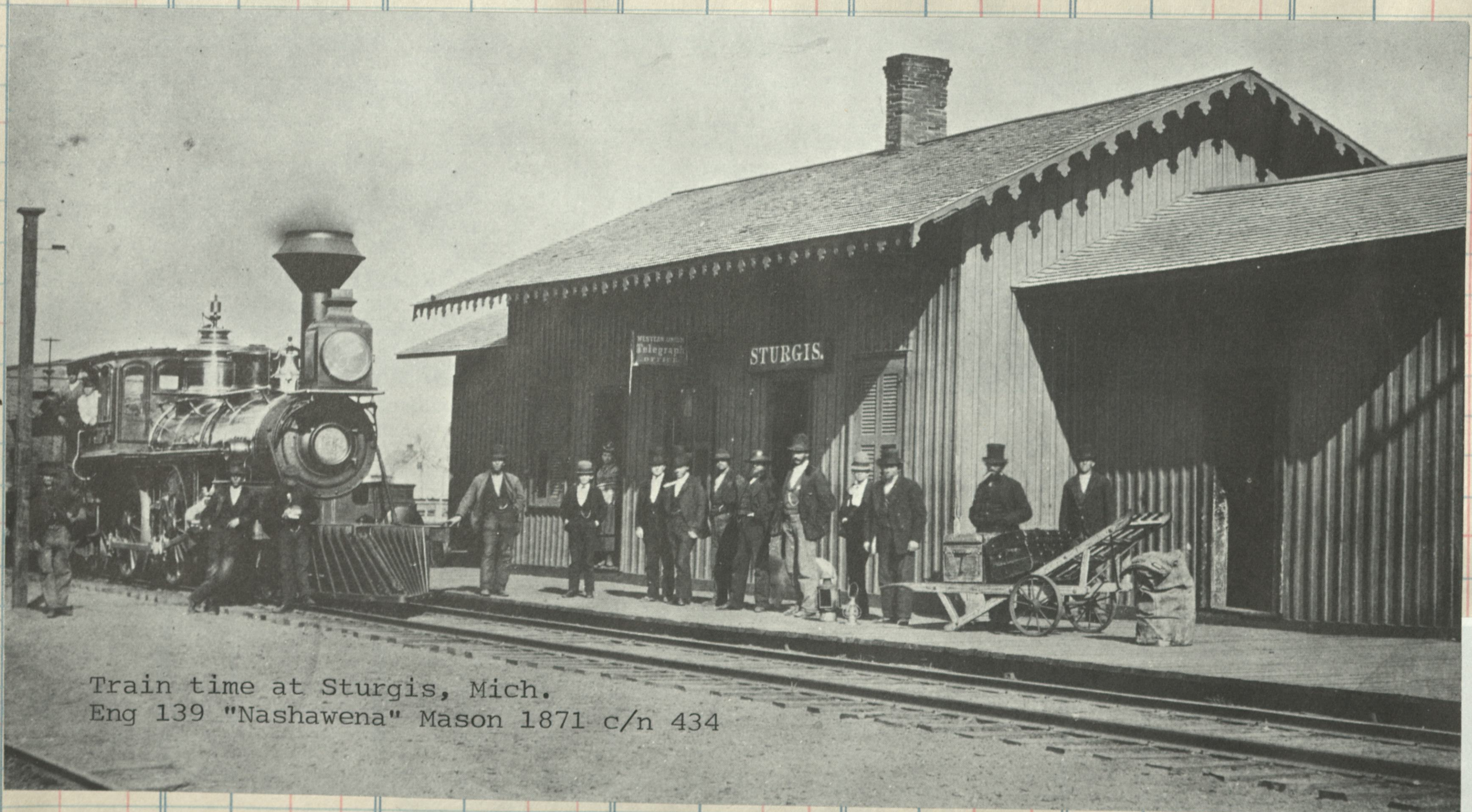


Blt by Lake Shore 1879
"Iron Sides"

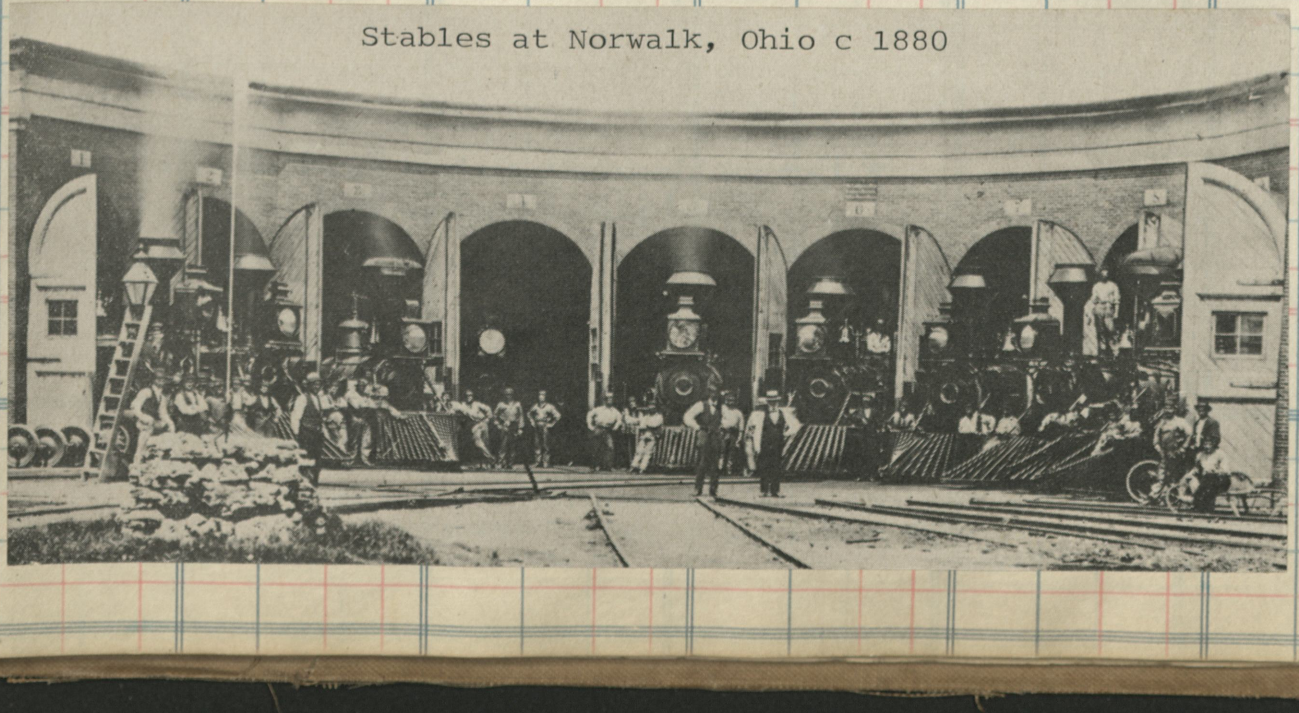

Map of
The LAKE SHORE
& MICHIGAN SOUTHERN
RAILWAY.


TONQUIN
L.S. & M.S.
321

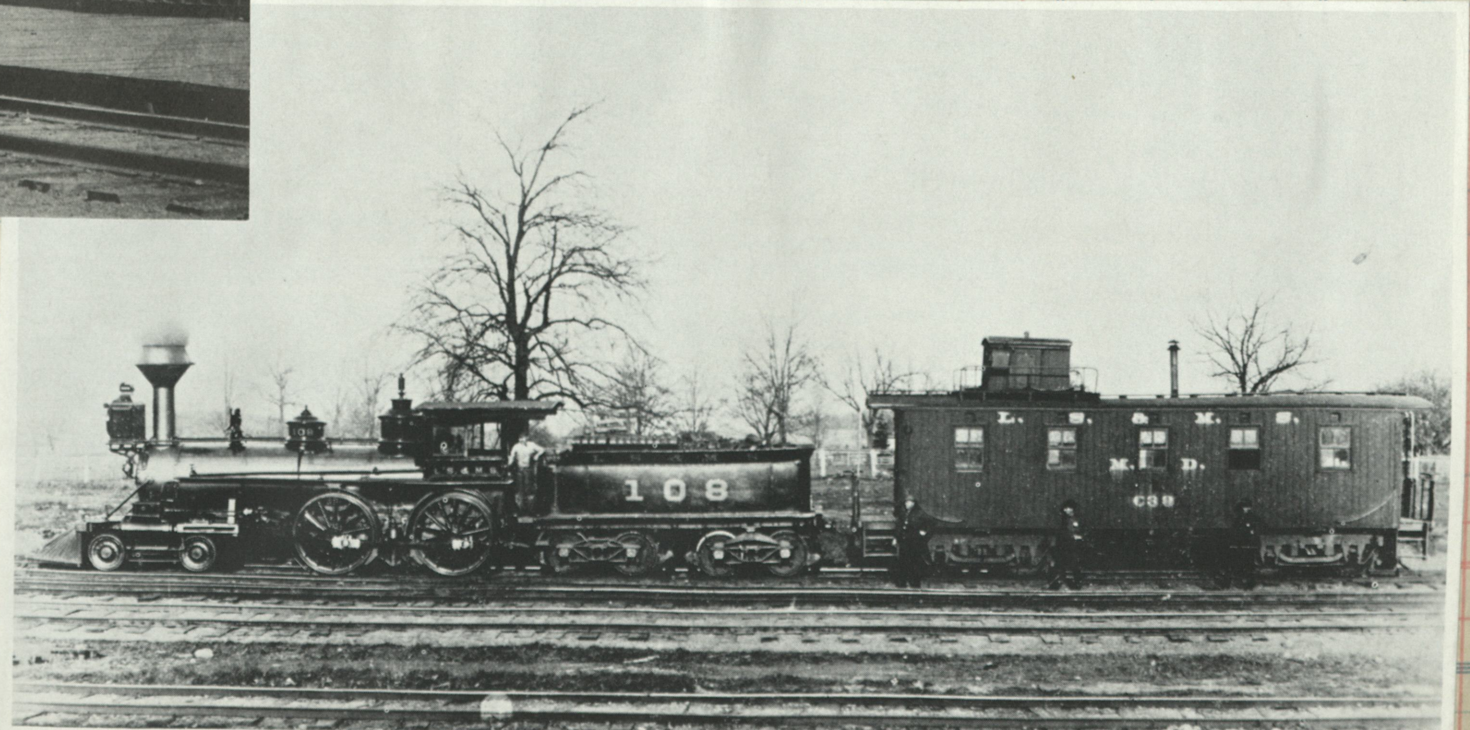
TONQUIN c/n 64 Brooks 1871



Train time at Sturgis, Mich.
Eng 139 "Nashawena" Mason 1871 c/n 434

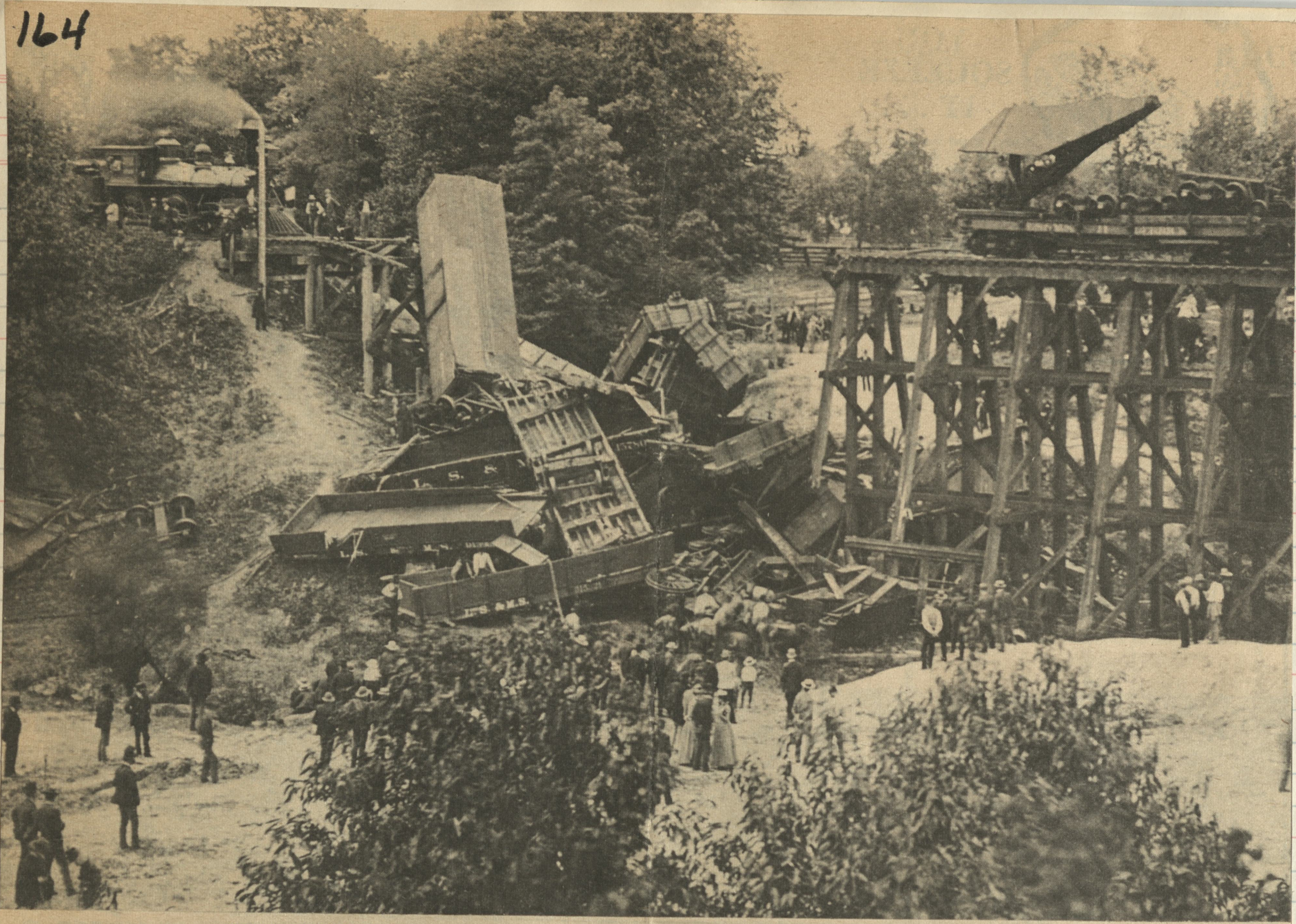


Stables at Norwalk, Ohio c 1880


108
L. S. & M. S.
M. D.
C39

L.S. & M.S. caboose C-39 seems to almost dwarf 4-4-0 No. 108 in this early photo. The locomotive was originally named "Appachee" when it was built in 1869 by Mason Machine Co. It was retired between 1893-99. The caboose, unless it was destroyed by fire or train wreck probably survived longer. Note elaborate outside equalized trucks under the C-39.

164



SPECTACULAR CRASH of two freight trains on the Lake Shore and Michigan Southern railroad at Jefferson in August, 1889 spilled cars into a ravine. Collision of a northbound train with an immobile southbound engine caused the collapse of a wooden trestle formerly located near the Oakdale cemetery and Market St. Crew members of both trains escaped injury by jumping off before the crash. The picture was furnished from the files of Paul Hakala, county historian.

Jefferson Train Crash

Railroad strife was given as the cause of a spectacular collison of two freight trains during August 1889 in Jefferson, causing disruption of rail service for a month.

No one was injured only because personnel from both trains leaped to safety moments before the head-on crash.

Blame for the immediate cause of the accident was laid to a "scab worker," one who takes the place of a striker. According to news accounts, the scab was asleep when he was signaled by the engineer to apply the brakes just before the two trains collided.

The report said that a south bound train had stopped north of the trestle, unhooked its string of freight cars, permitting the engine to proceed to the Jefferson Depot to take on some water for its steam boilers.

The engineer of a northbound train, seeing the idled cars ahead, signaled for the brakeman to apply the train's brakes, but the "scab" brakeman, who was reportedly sleeping, never heard the signal and therefore never responded.

The northbound engine struck the immobile engine at the depot, pushing it into the idled cars. Upon impact the stress caused the wooden trestle to buckle, with the engines and freight cars from both trains spilling into the ravine below, just to the west of Oakdale cemetery and Market St.

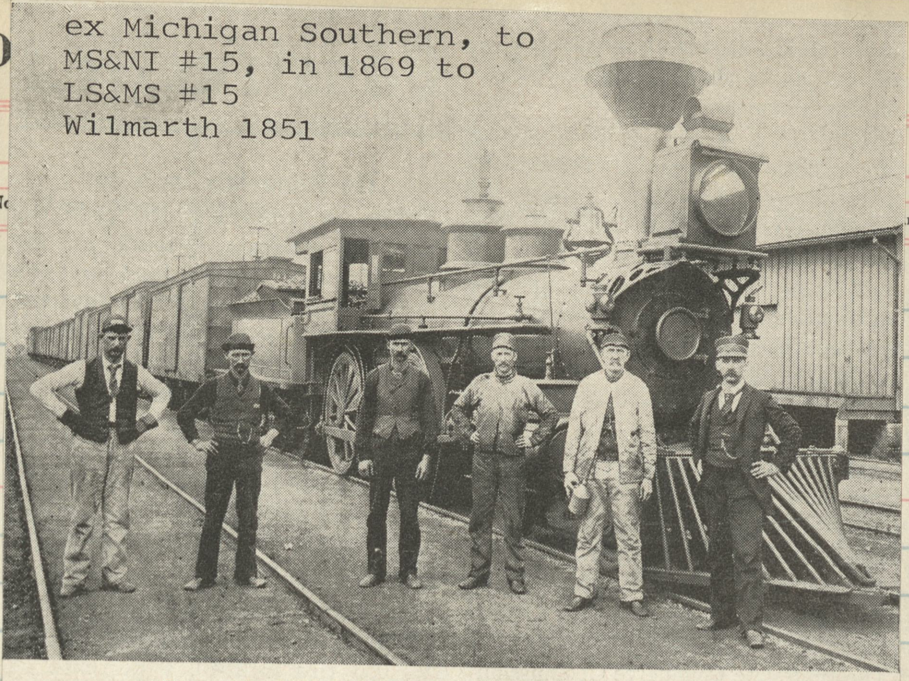
The Jefferson and Franklin, Pa. (J&P) branch was part of the Lake Shore and Michigan South operation at that time.

Transportation through Jefferson was rerouted for a month betore repairs restored the line.

Subsequently the run was rerouted and the ravine was filled. Stone was delivered here from the Windsor rock quarry and slag was shipped in from Youngstown, covering most of the trestle foundation, requiring a year to complete the project.

A spur is the principal landmark of the rail line that once existed. The Jefferson spur runs north and southeast of Market St. and ends in the Jefferson Village industrial area at the southeast section.

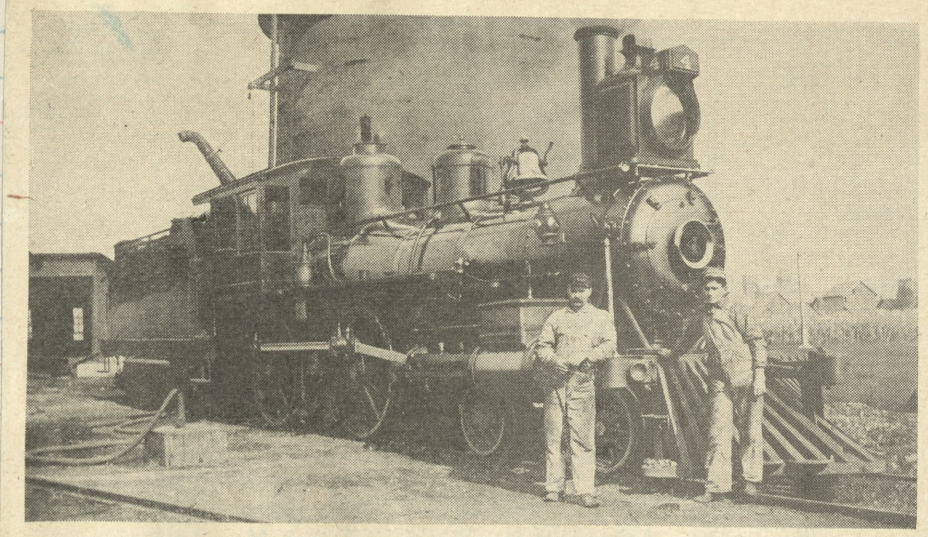
Jefferson, just south of Ashtabula on the Oil City branch



ex Michigan Southern, to
MS&NI #15, in 1869 to
LS&MS #15
Wilmarth 1851

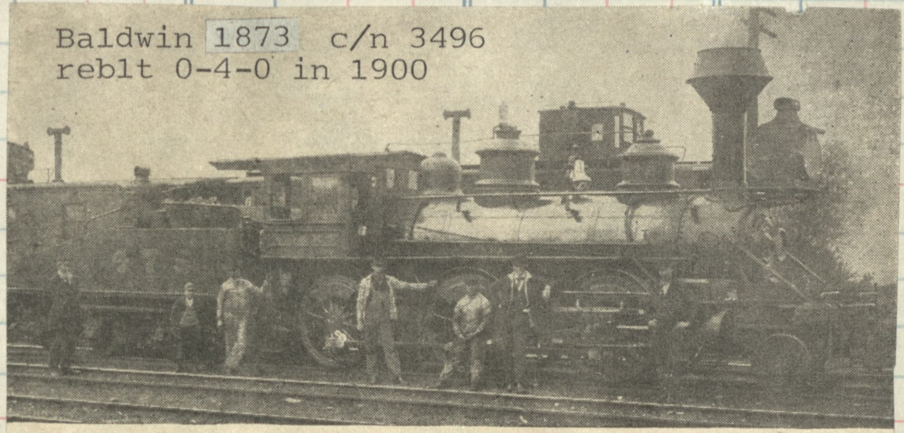
OLD LAKE SHORE & MICHIGAN SOUTHERN ENGINE 12

This picture was taken at LaPorte, Ind., in May, 1892, and was sent to the JOURNAL by Brother H. H. Super, L.C. Div. 916, whose father, Brother P. O. "Pete" Super, Div. 248, now retired, is the only member of the crew now living. Brother P. O. Super, who was firing at the time, is third from right in the group. Charles Druliner, conductor was at the extreme right with "Bill" Kent, engineer next to him.



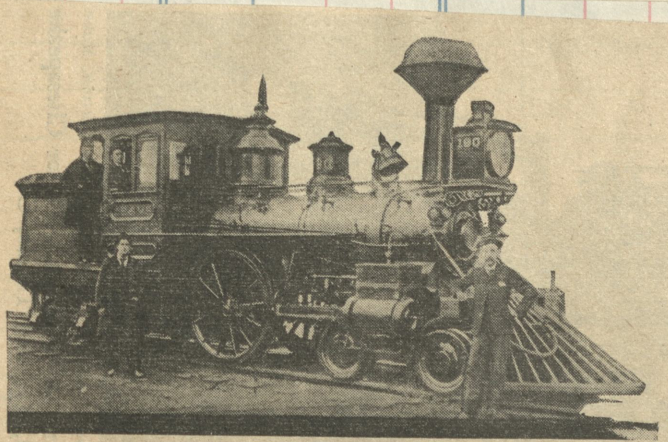
LOCOMOTIVE 4 OF OLD THREE I RAILROAD

I. I. & I. #4 Pittsburgh 1882
c/n 592 To DT&M #103



Baldwin 1873 c/n 3496
reblt 0-4-0 in 1900

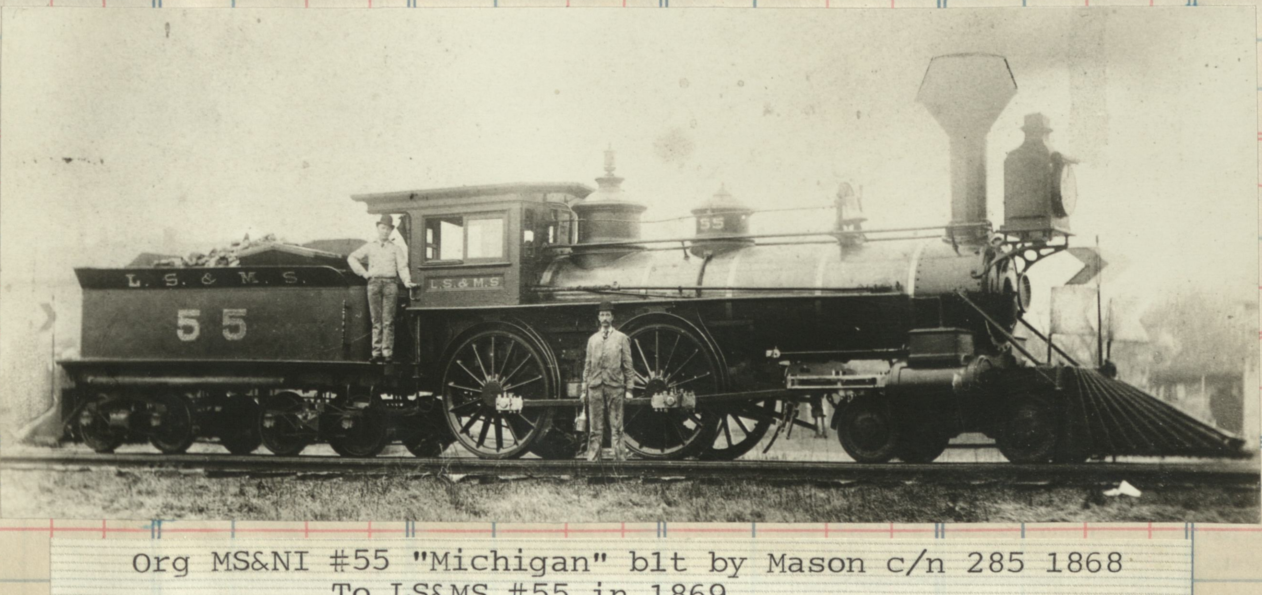
OLD LAKE SHORE & MICHIGAN SOUTHERN ENGINE 479 IN 1894



LAKE SHORE & MICHIGAN SOUTHERN used
Bicycle type 190 ~~as an inspection engine~~

WRECK ON THE OLD LAKE SHORE & MICHIGAN SOUTHERN IN 1891

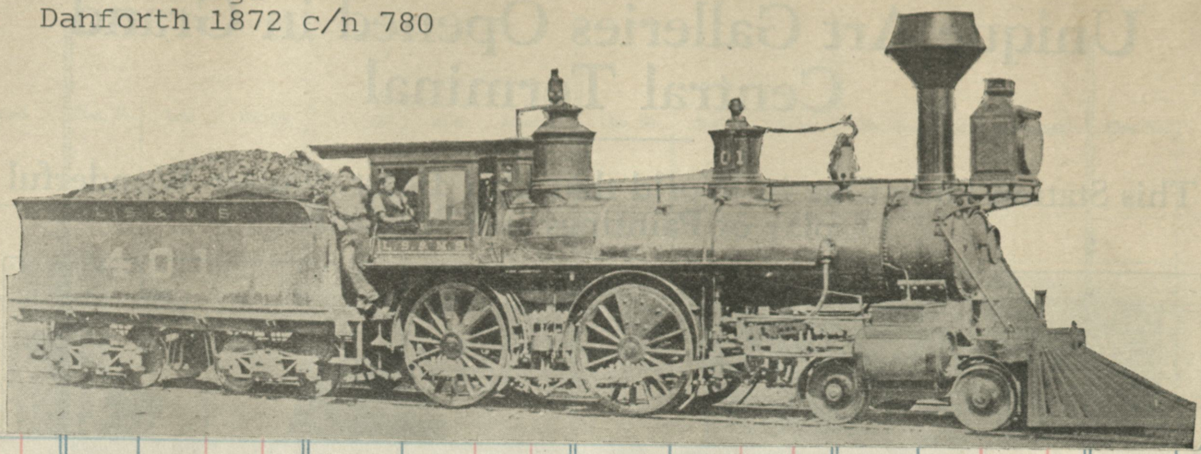
This accident took place at Fairview, Pa., April 23, 1891, when the brake rigging on an eastbound train came down and an eastbound train struck it. Engine 175 of this road (now a part of the New York Central System) was involved. The crew included Brother Doug Wilson with Andy Simmons conductor. This photo is the property of Brother W. Williams, retired switchman whose brother was killed in the wreck. Photo submitted to the JOURNAL by Brother V. E. Carroll, C.E., Div. 3.



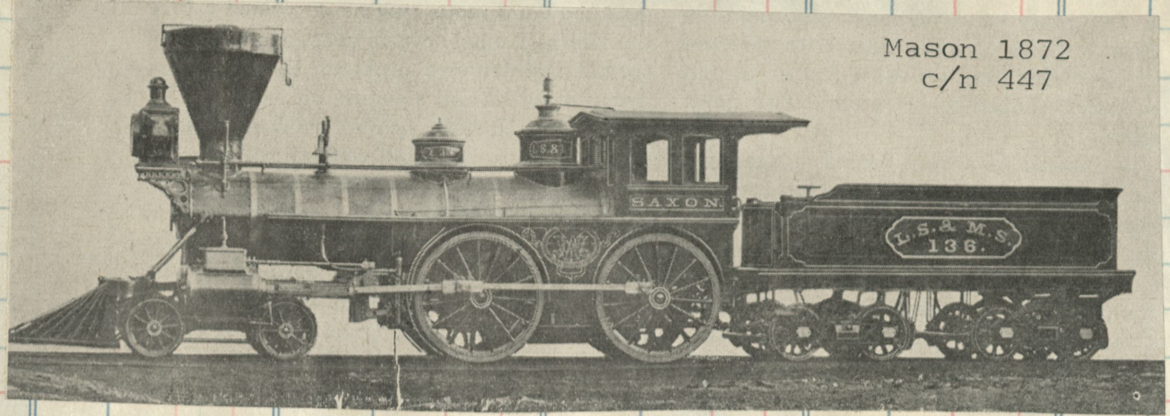
Org MS&NI #55 "Michigan" blt by Mason c/n 285 1868
To LS&MS #55 in 1869.

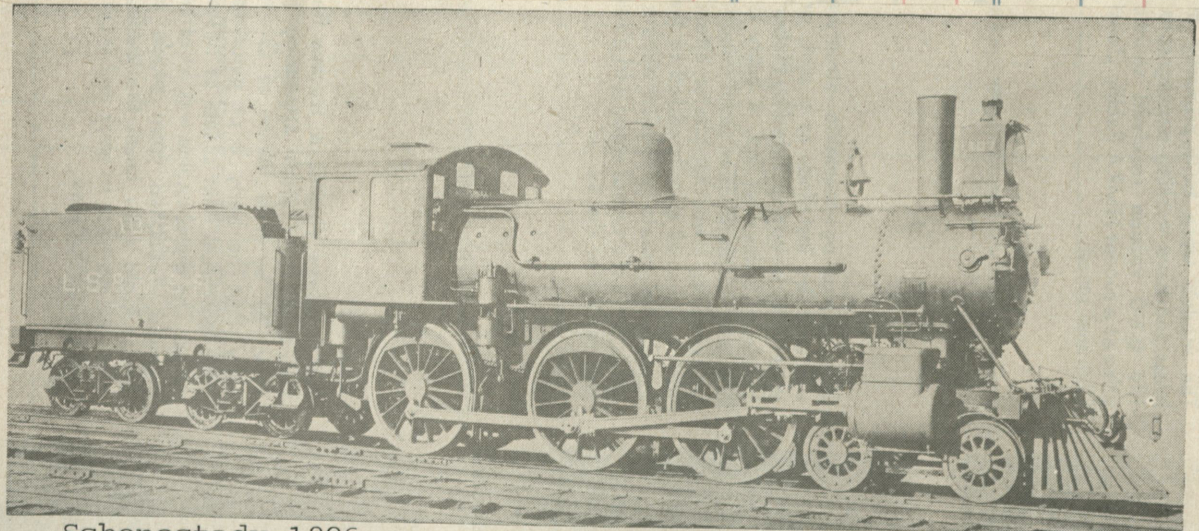
NEW YORK CENTRAL LINES MAGAZINE 23

"Ticonderoga"
Danforth 1872 c/n 780



Mason 1872
c/n 447


SAXON
L.S.&M.S.
136.

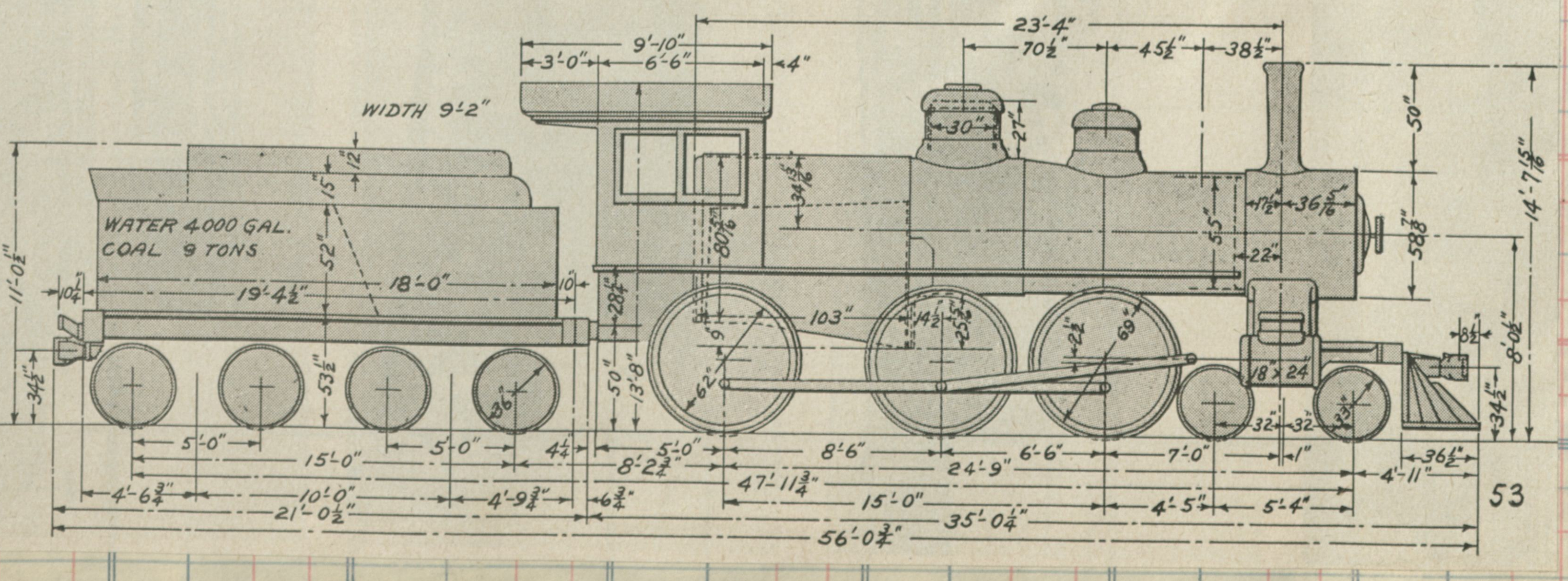


Schenectady 1896 c/n 4512 renoed 5023

Cylinders—18" x 24"
Steam Pressure—200 lb.
Fuel—9 tons
Water—4000 gallons
Dia. Drivers—69"
Overall Length—37' 8"
Overall Height—14' 7 15/16"

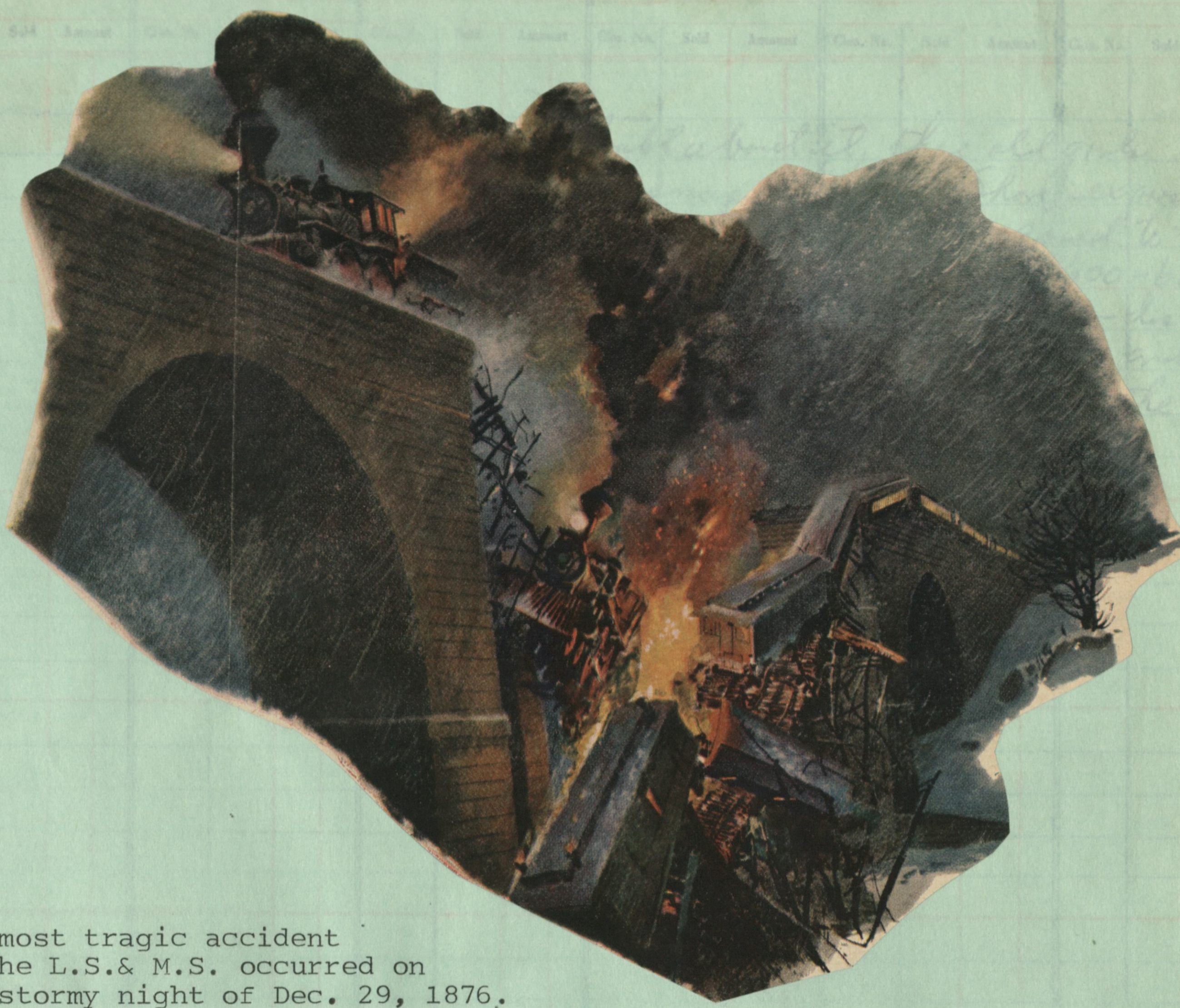
1896

L. S. & M. S. R'y No. 107 4-6-0


WIDTH 9'-2"
WATER 4000 GAL.
COAL 9 TONS
23'-4"
9'-10"
3'-0"
6'-6"
4"
70½"
45½"
38½"
30"
27"
50"
14'-7 15/16"
58 7/8"
55"
17½"
36 5/16"
22"
34 3/16"
80 3/16"
11'-0½"
10¼"
19'-4½"
18'-0"
10"
52"
15"
12"
28¼"
103"
14½"
25½"
2¼"
69"
62"
9"
50"
13'-8"
53½"
34½"
36"
18 x 24
33"
8½"
8'-0½"
34½"
5'-0"
15'-0"
5'-0"
4¼"
5'-0"
8'-2¾"
8'-6"
24'-9"
6'-6"
7'-0"
32"
32"
1"
36½"
4'-11"
4'-6¾"
10'-0"
4'-9¾"
6¾"
47'-11¾"
15'-0"
4'-5"
5'-4"
21'-0½"
35'-0¼"
56'-0¾"

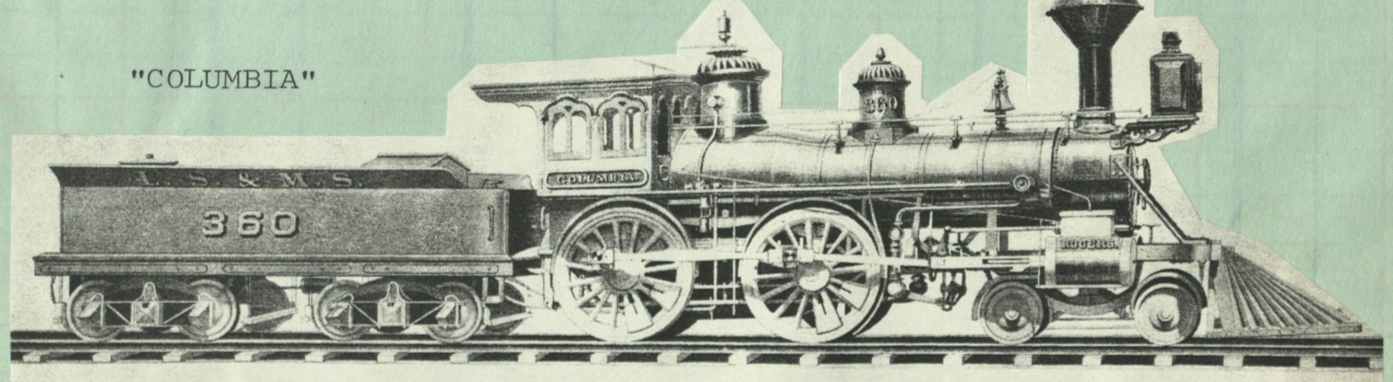
53

ASHTABULA CATASTROPHE

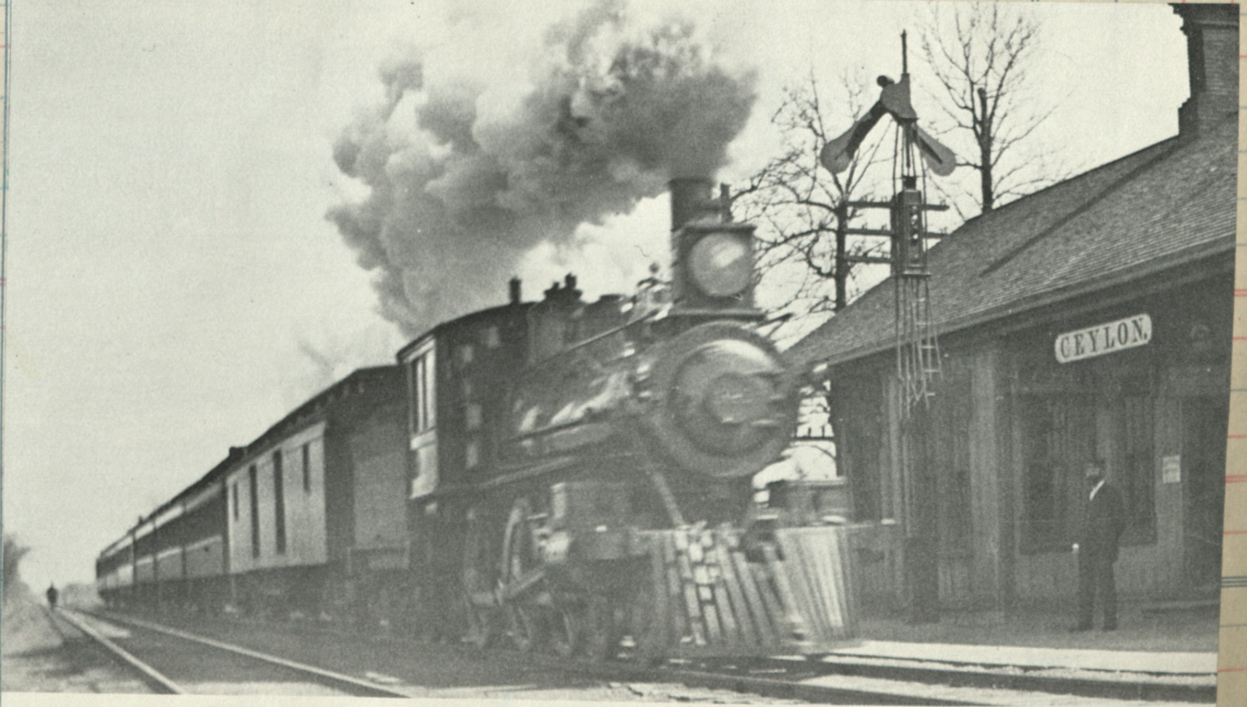


The most tragic accident on the L.S.& M.S. occurred on the stormy night of Dec. 29, 1876. The Pacific Express, consisting of eleven cars, was double headed by engines #156 SOCRATES and #360 COLUMBIA. As the train was crossing Ashtabula Creek the bridge suddenly collapsed and the entire train, except for the lead engine, plunged to the creek bed where the tangled wreckage quickly caught fire. 92 persons perished (some reports were as high as 156) and it was several years before the stigma of the tragedy was eased.

"COLUMBIA"

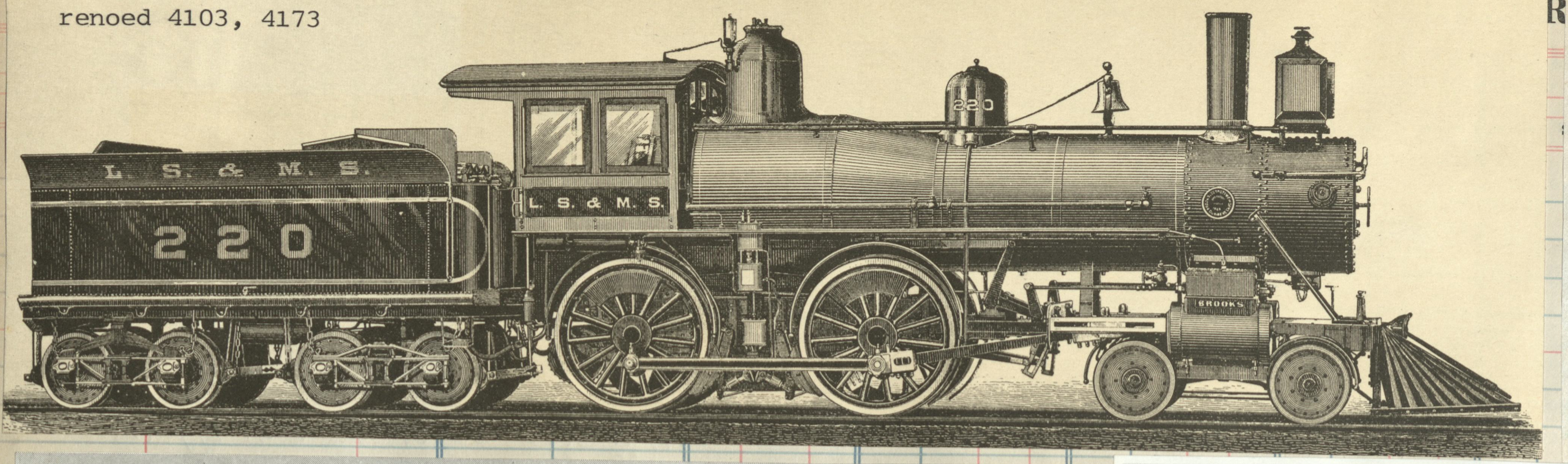

L.S.&M.S.
360
COLUMBIA

#360 c/n 1967 Rogers 1871



The old "Lake Shore" was noted for its small but resolute ten-wheelers. This one was passing through Ceylon, Ohio (1895).

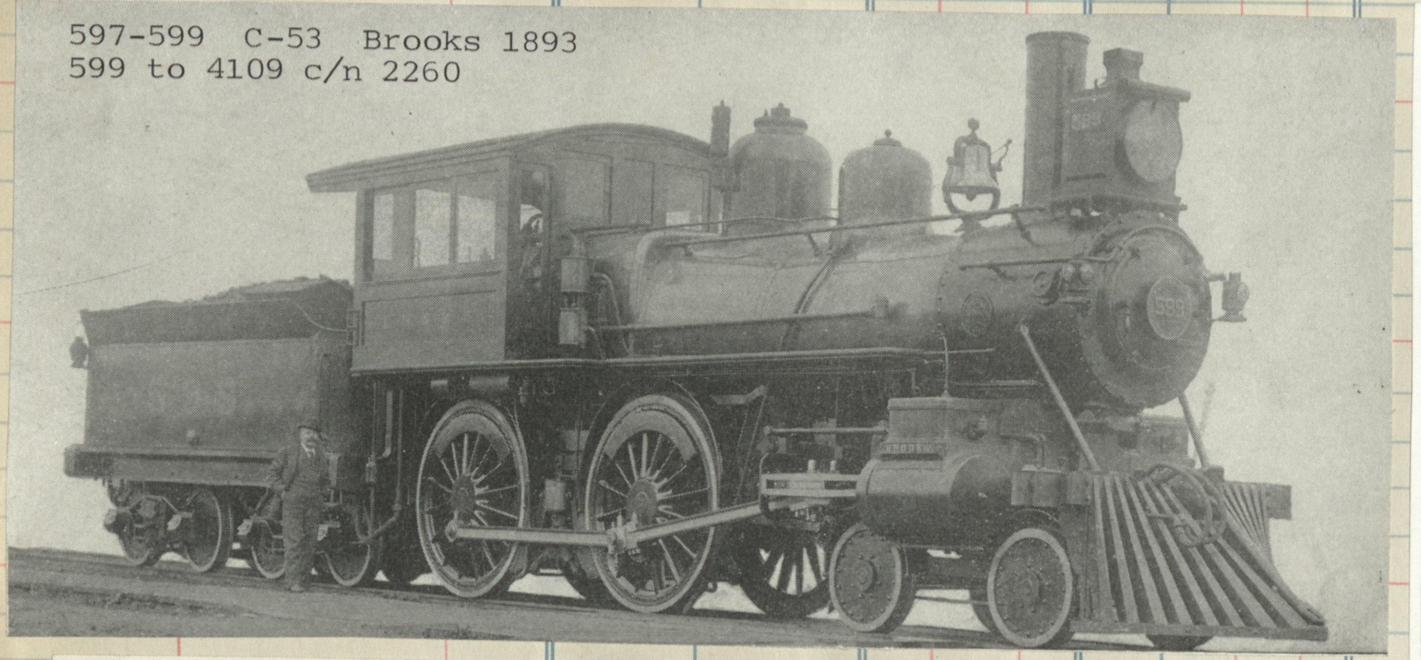
Brooks 1888 c/n 1412
renoed 4103, 4173

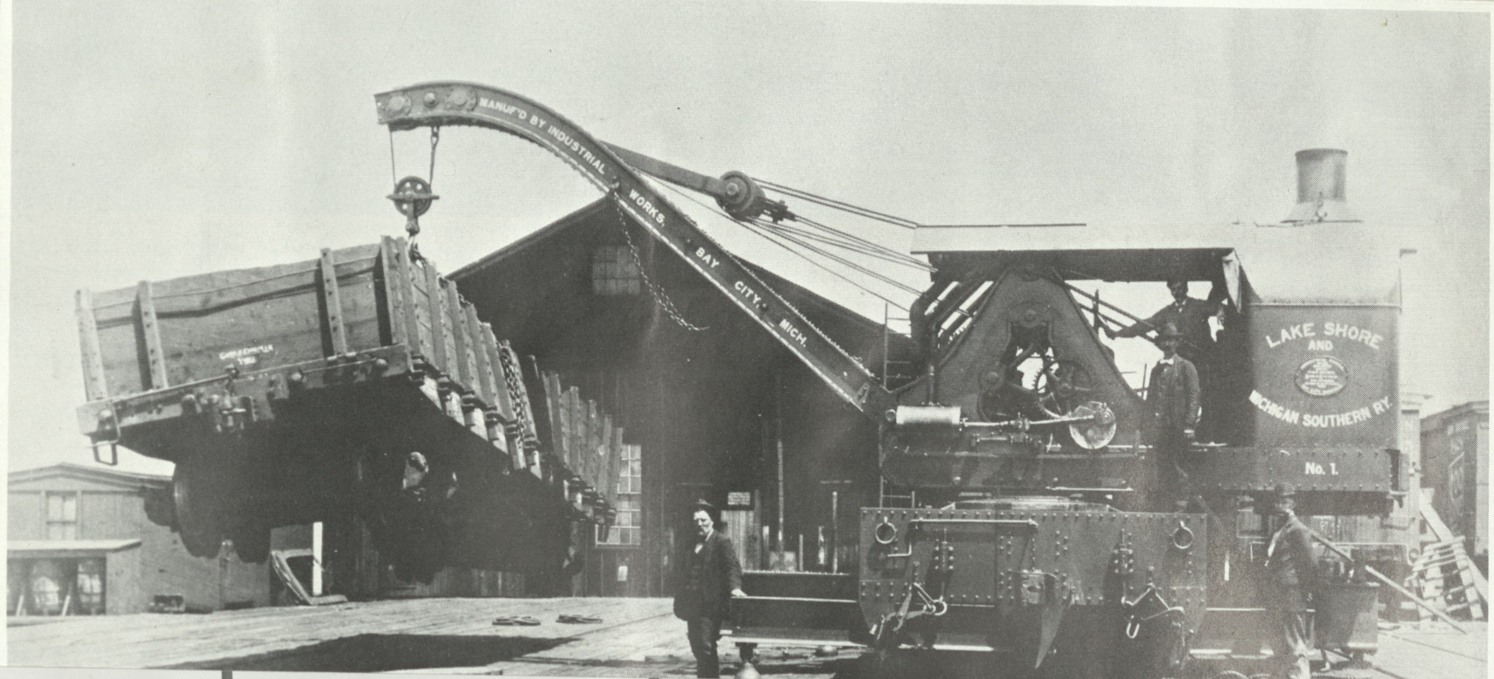

L.S.&M.S.
220
L.S.&M.S.
220
BROOKS

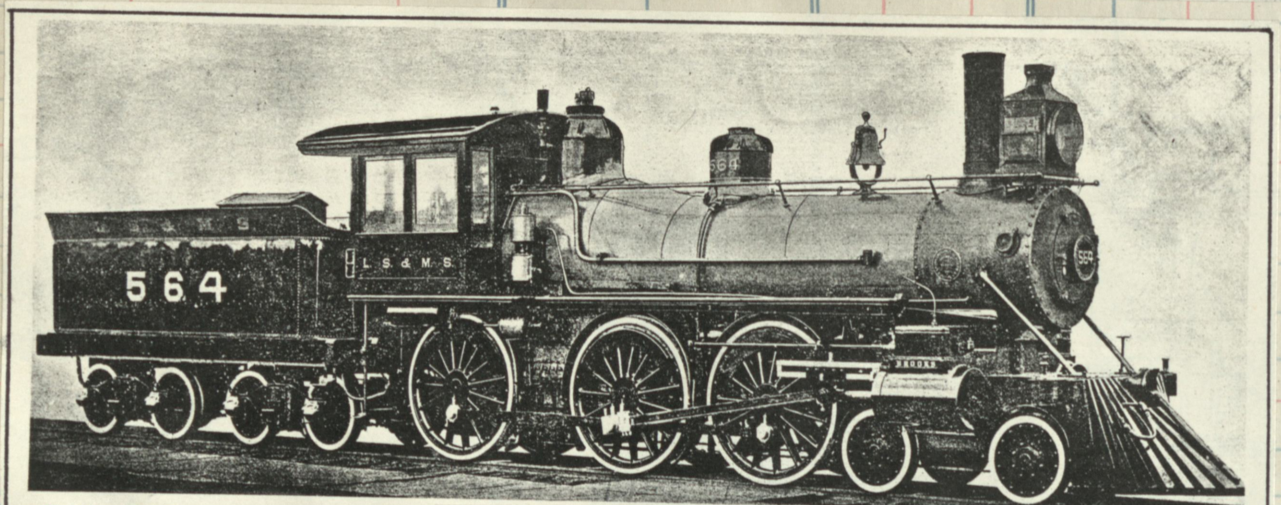
Lake Shore Depot, Coldwater, Mich.

Clos. No. Sold Amount

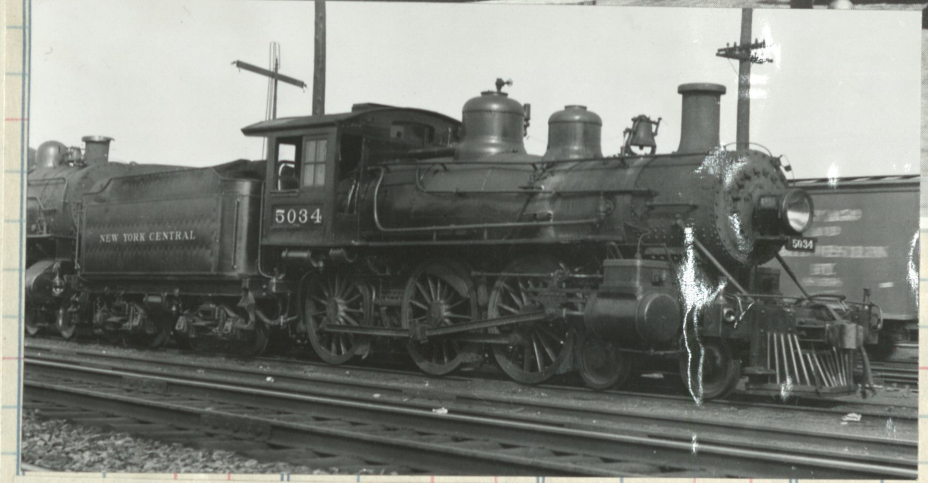
597-599 C-53 Brooks 1893
599 to 4109 c/n 2260



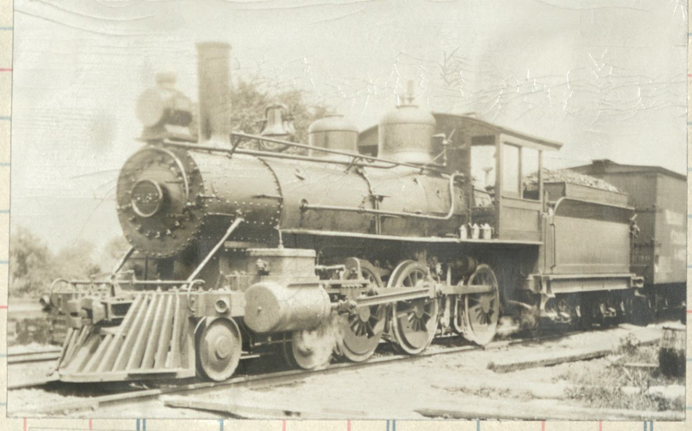

MANUF'D BY INDUSTRIAL WORKS, BAY CITY, MICH.
LAKE SHORE AND MICHIGAN SOUTHERN RY.
No. 1.


L.S.&M.S.
564
L.S.&M.S.

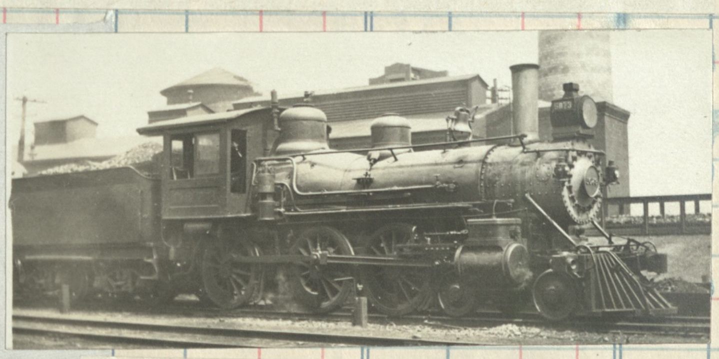
561-565 F-46b c/n 2011 renoed 5039 Brooks 1891


NEW YORK CENTRAL
5034

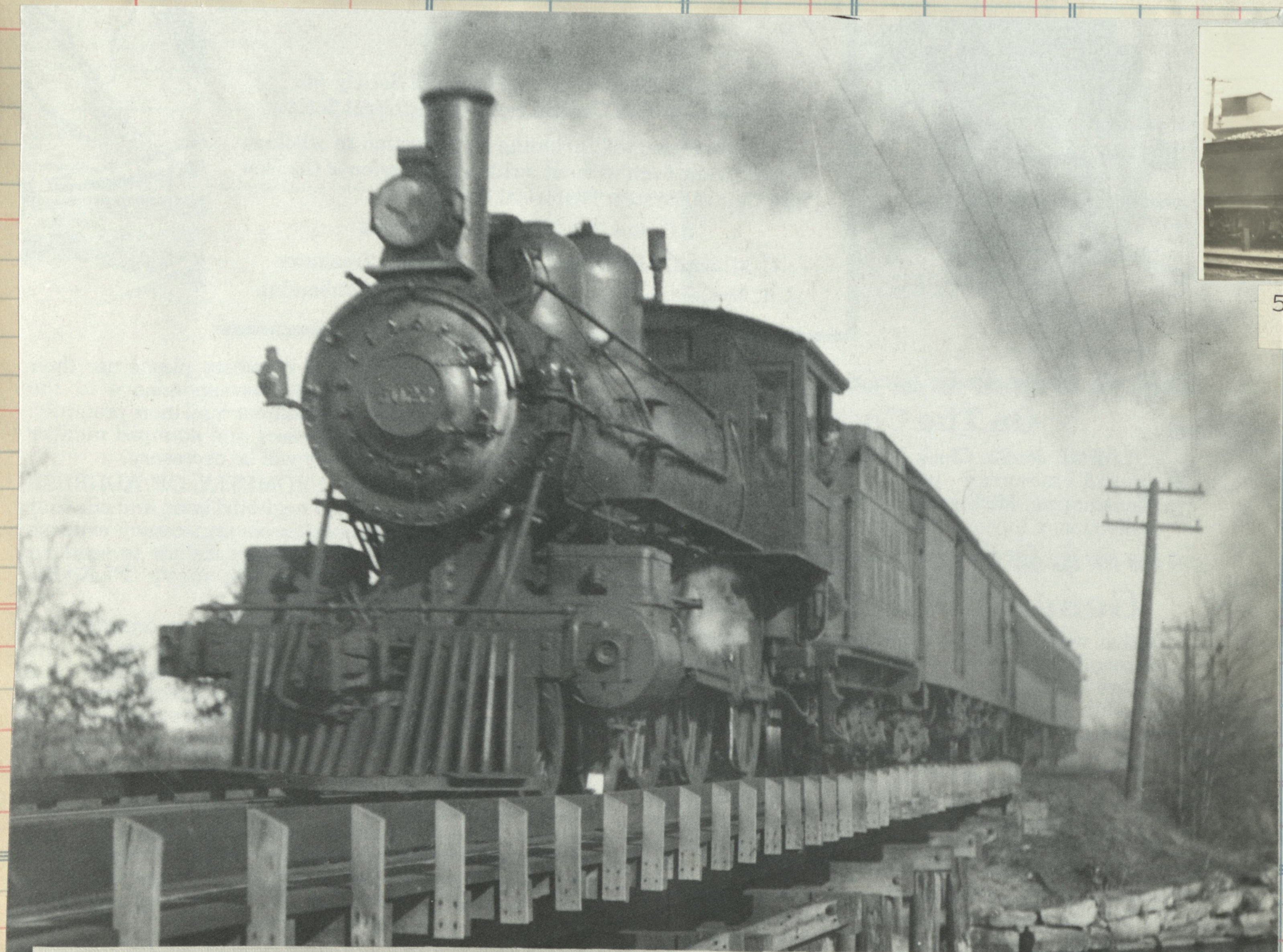
5034 [ex 284 "R N Brown"] F-46c Brooks 1891
c/n 1868



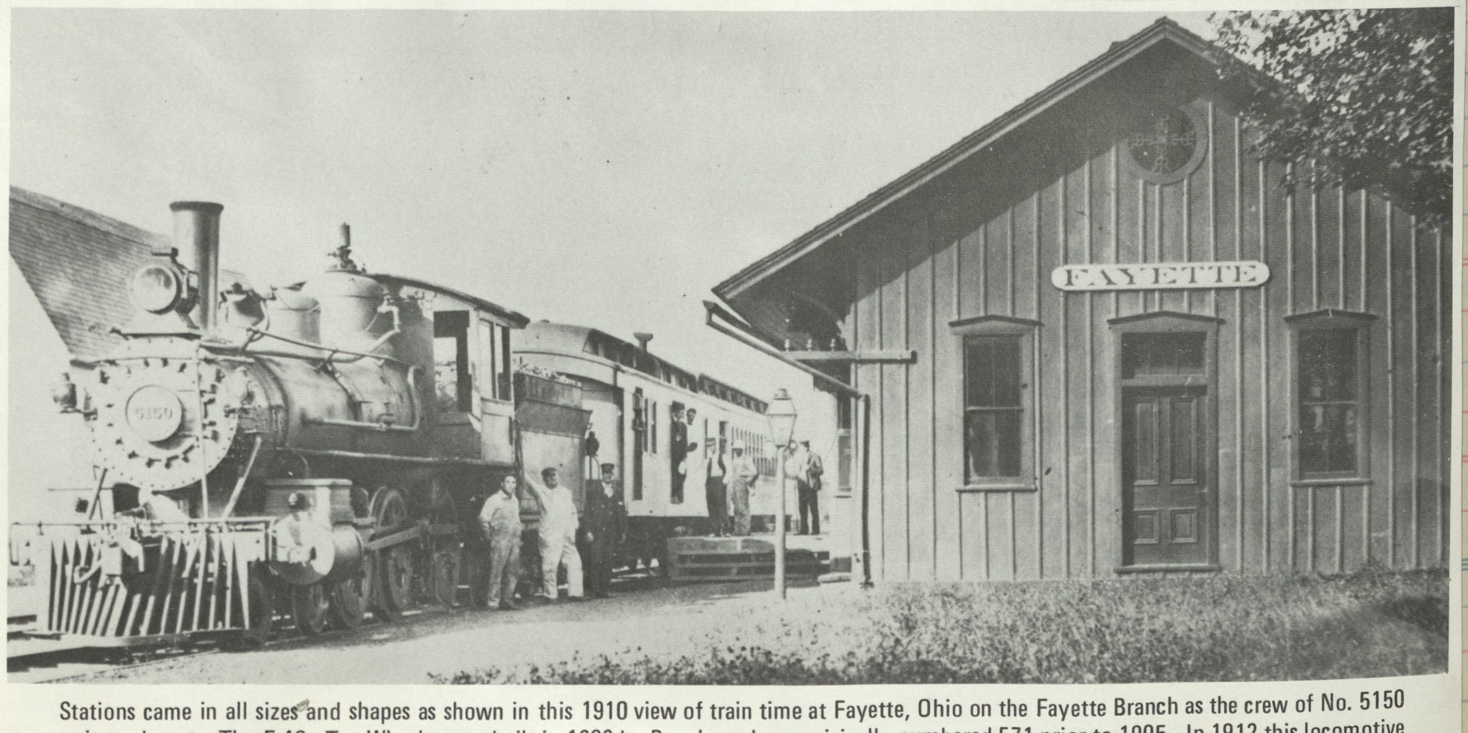
5182, org nos 303, 249
c/n 2435, F-49e Brooks 1894



5073 F-47 c/n 2233 Brooks 1893
Org nos 422, 237



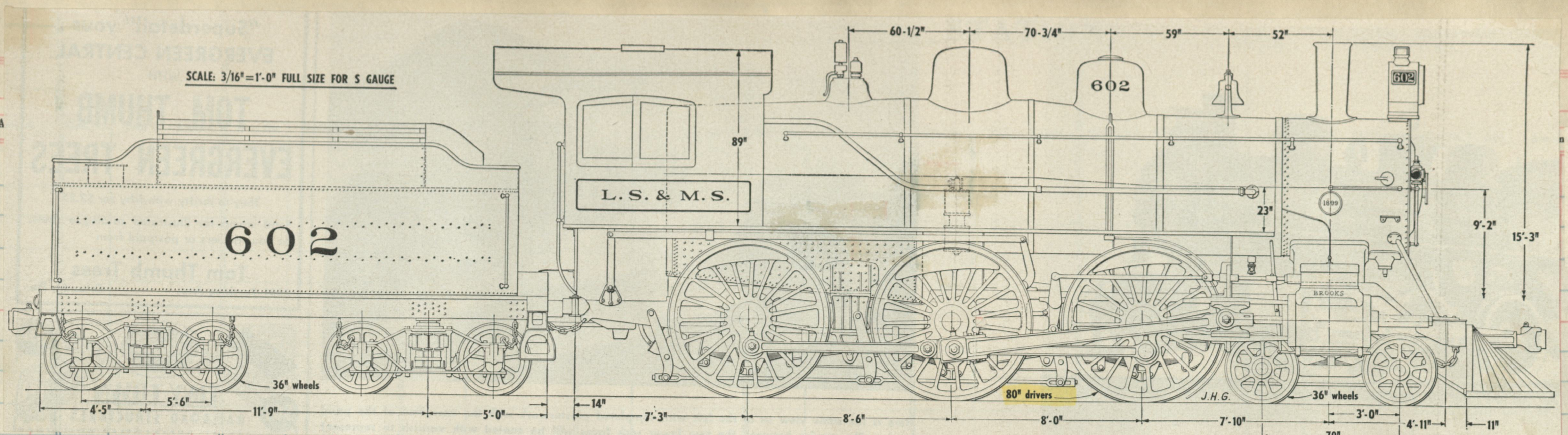
Southbound Trn #171 outside Constantine, Mich. c 1912. Eng is the 5022 (ex #90) a Ten wheeler blt by Schenectady 1896 c/n 4511



Stations came in all sizes and shapes as shown in this 1910 view of train time at Fayette, Ohio on the Fayette Branch as the crew of No. 5150 wait to depart. The F-49c Ten-Wheeler was built in 1892 by Brooks and was originally numbered 571 prior to 1905. In 1912 this locomotive was sold to the Hoosac Tunnel & Wilmington as their No. 21.

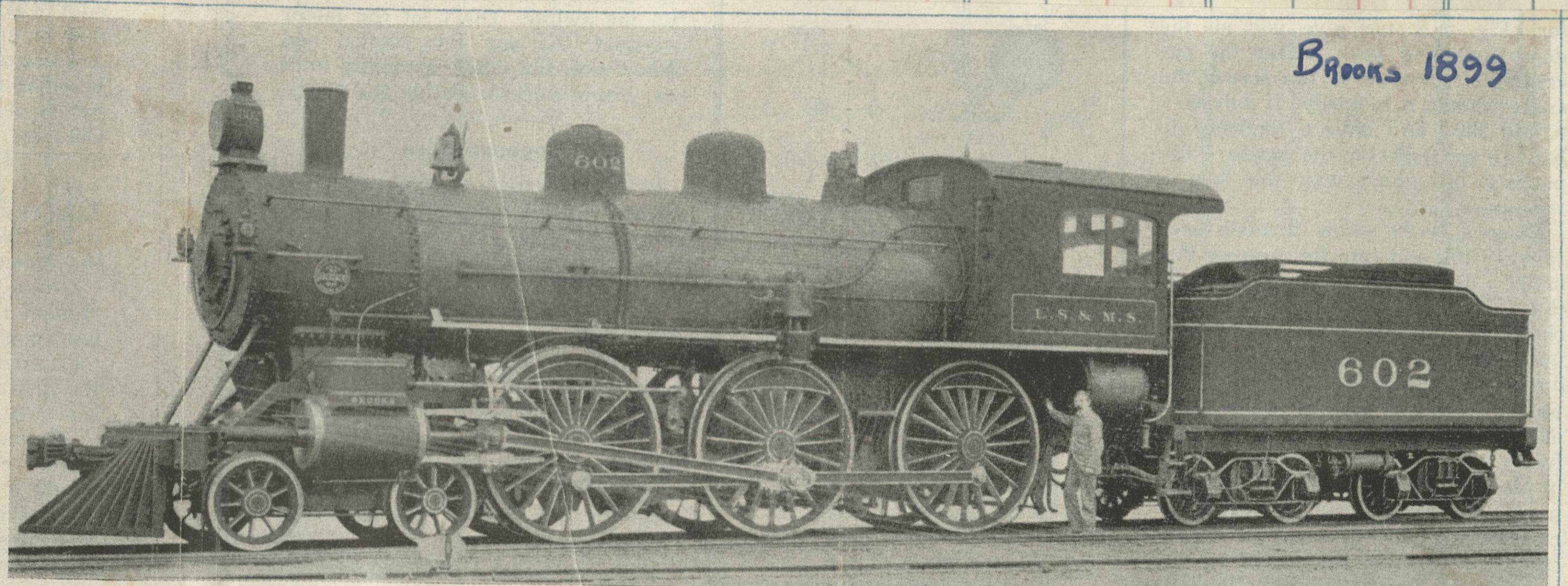
Bob Lorenz Collection.

CUT HERE To Make Short Sheet

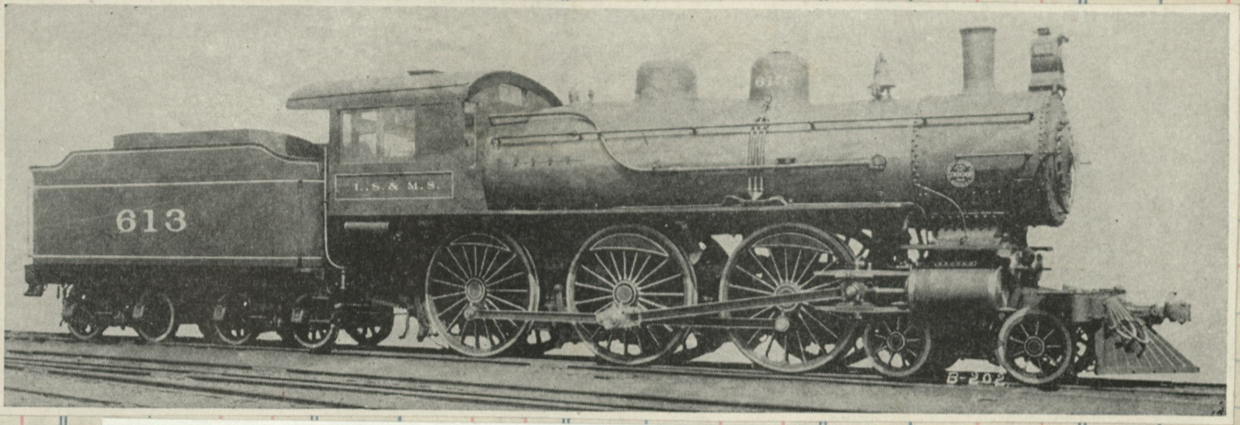

SCALE: 3/16"=1'-0" FULL SIZE FOR S GAUGE
60-1/2"
70-3/4"
59"
52"
602
L. S. & M. S.
602
89"
23"
9'-2"
15'-3"
BROOKS
36" wheels
80" drivers
J.H.G.
36" wheels
4'-5"
5'-6"
11'-9"
5'-0"
14"
7'-3"
8'-6"
8'-0"
7'-10"
3'-0"
70"
4'-11"
11"

600-610
c/n 3333
Brooks 1899

Renoed
5000-5010

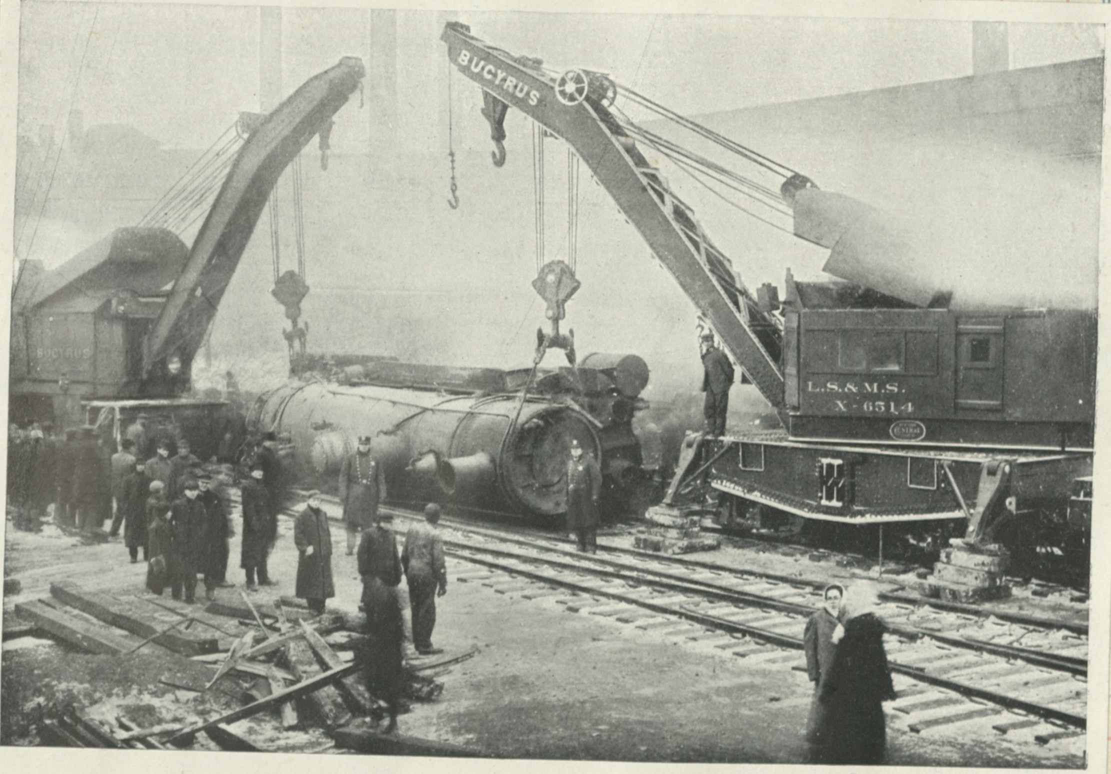


Brooks 1899


613
L.S.&M.S.
B-202

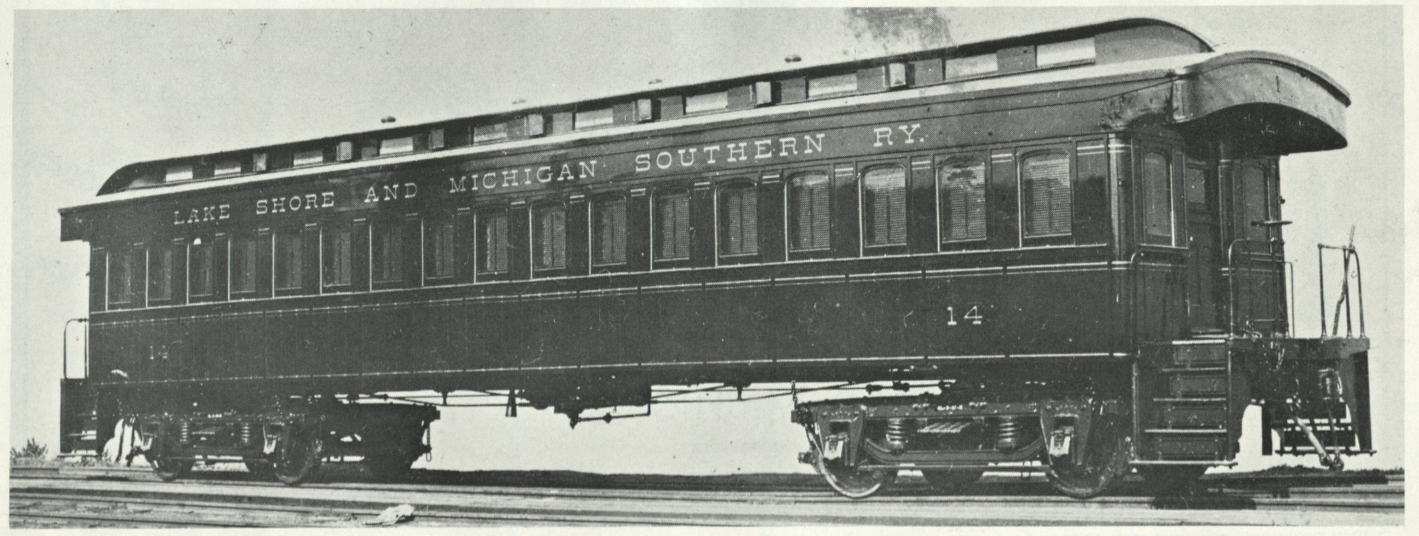
No. 613. Lake Shore & Michigan Southern Railway. (NYC). Class I-1 4-6-0 Type. Built by Brooks Locomotive Works, August 1900. Builder's No. 3606. A 10-wheeler with 80-inch drivers was indeed a rarity! Powered THE TWENTIETH CENTURY LIMITED between Buffalo and Chicago.

611-615 renoed 5011-5015 c/n 3606

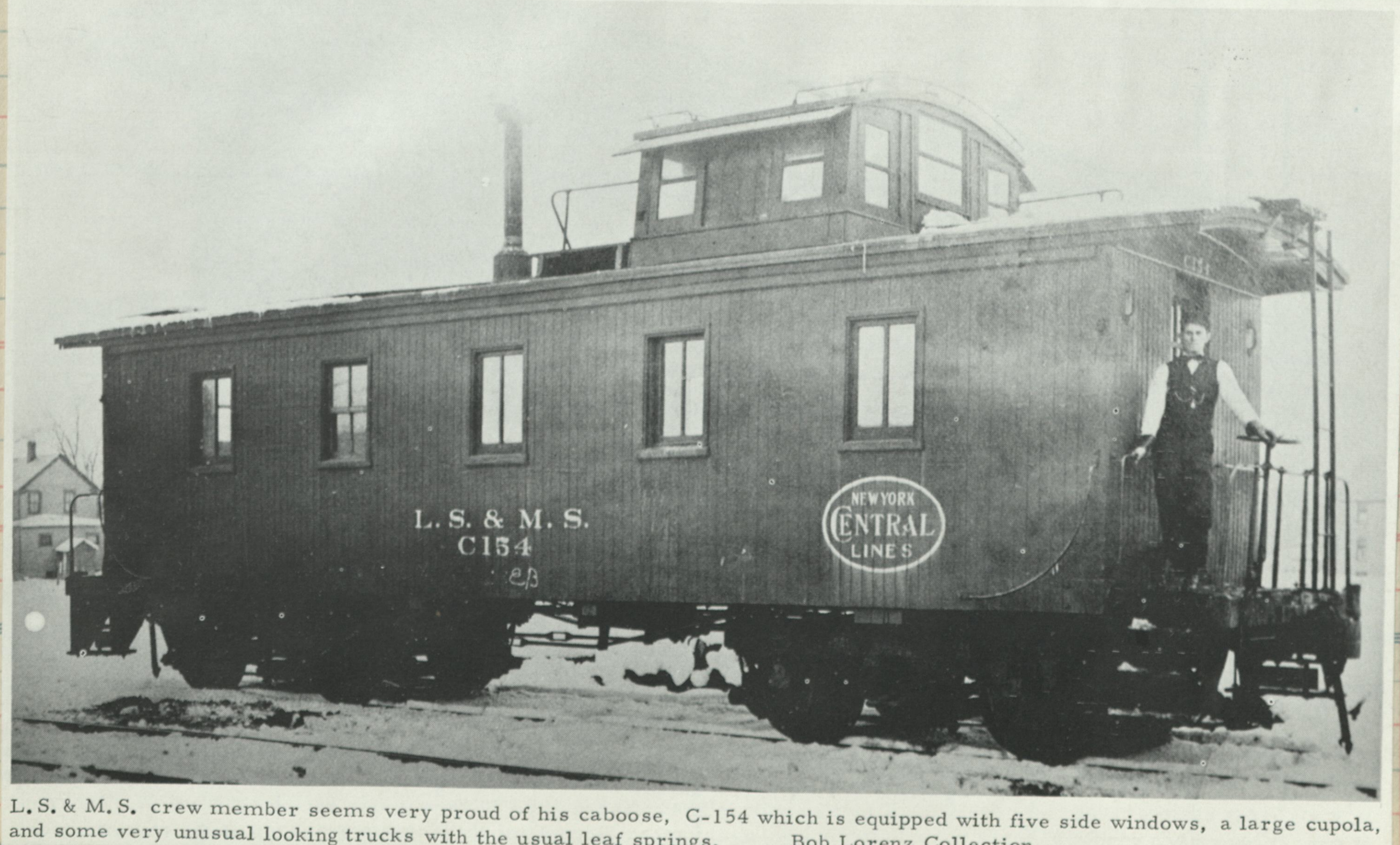

BUCYRUS
L.S.&M.S.
X-6514

By permission of the Bucyrus Co.

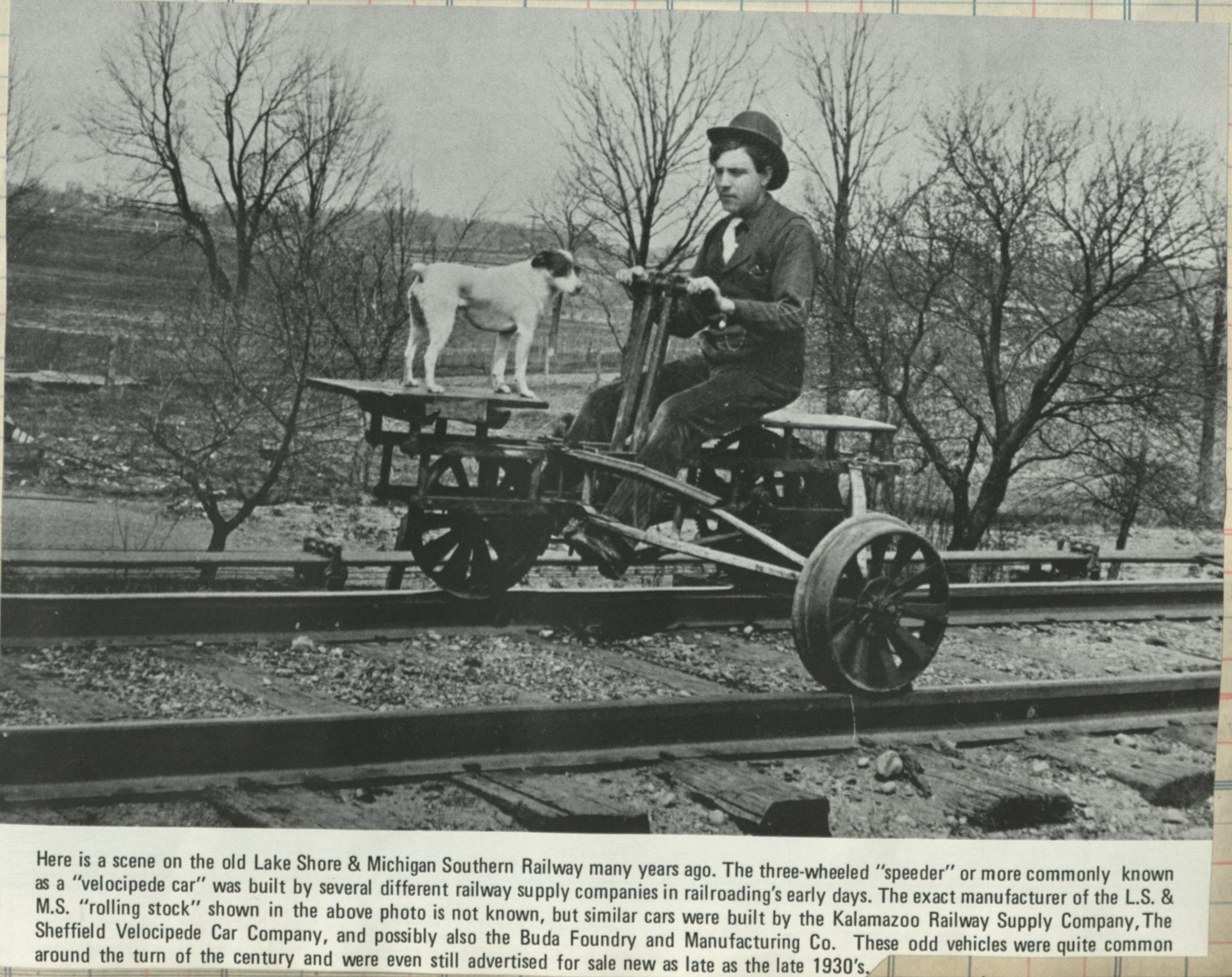
TWO 70-TON CRANES ABOUT TO SLING A CAPSIZED LOCOMOTIVE.


LAKE SHORE AND MICHIGAN SOUTHERN RY.
14
14

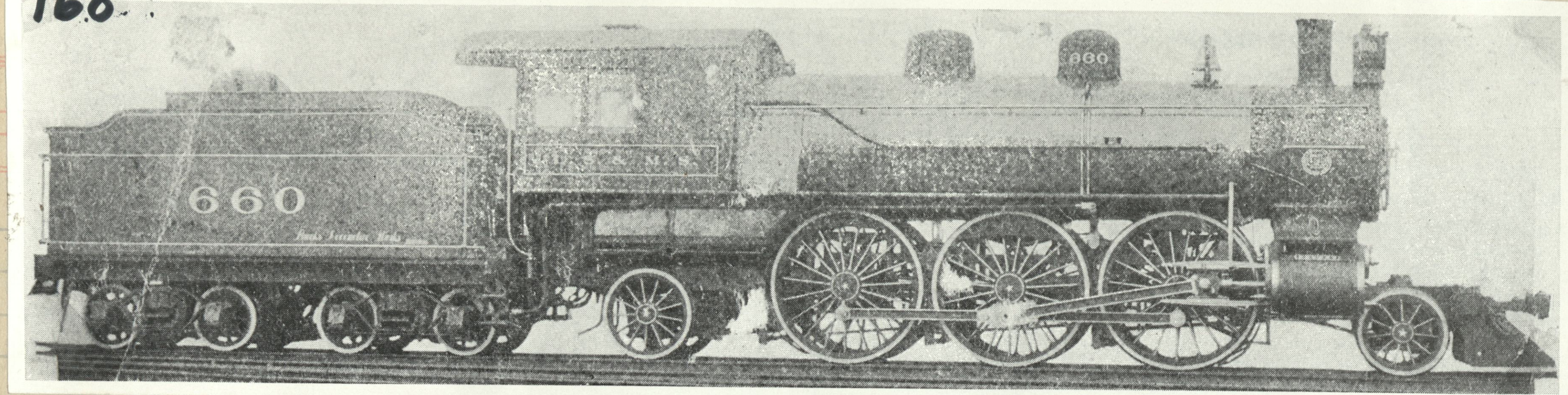
Lake Shore & Michigan Southern coach 14. Linndale Shop Files 1898 - 1902. Allen County Historical Society

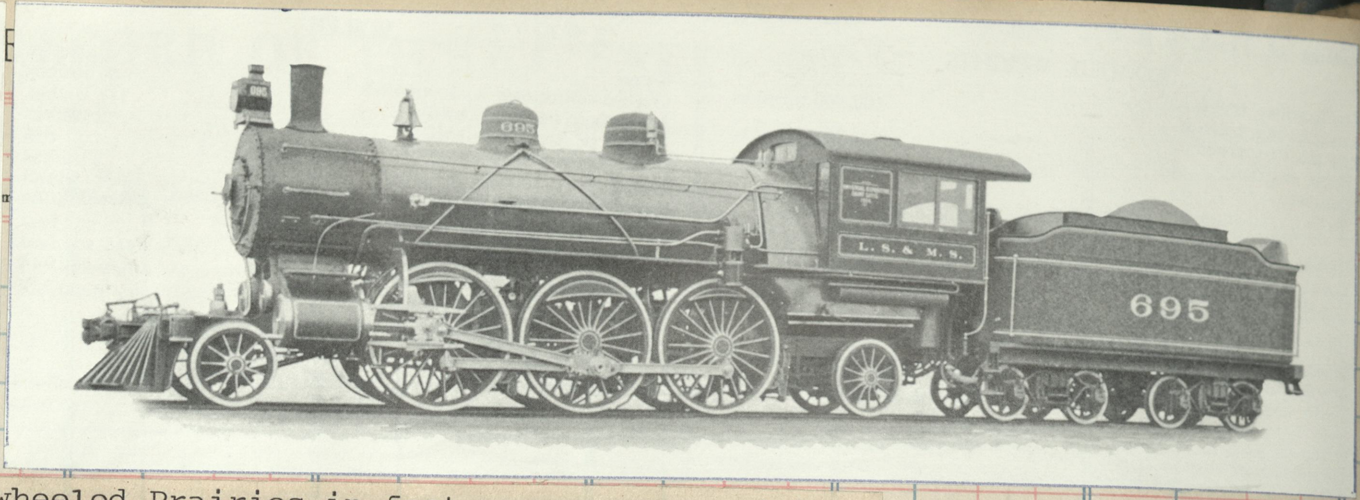

L. S. & M. S.
C154
NEW YORK CENTRAL LINES

L. S. & M. S. crew member seems very proud of his caboose, C-154 which is equipped with five side windows, a large cupola, and some very unusual looking trucks with the usual leaf springs. Bob Lorenz Collection

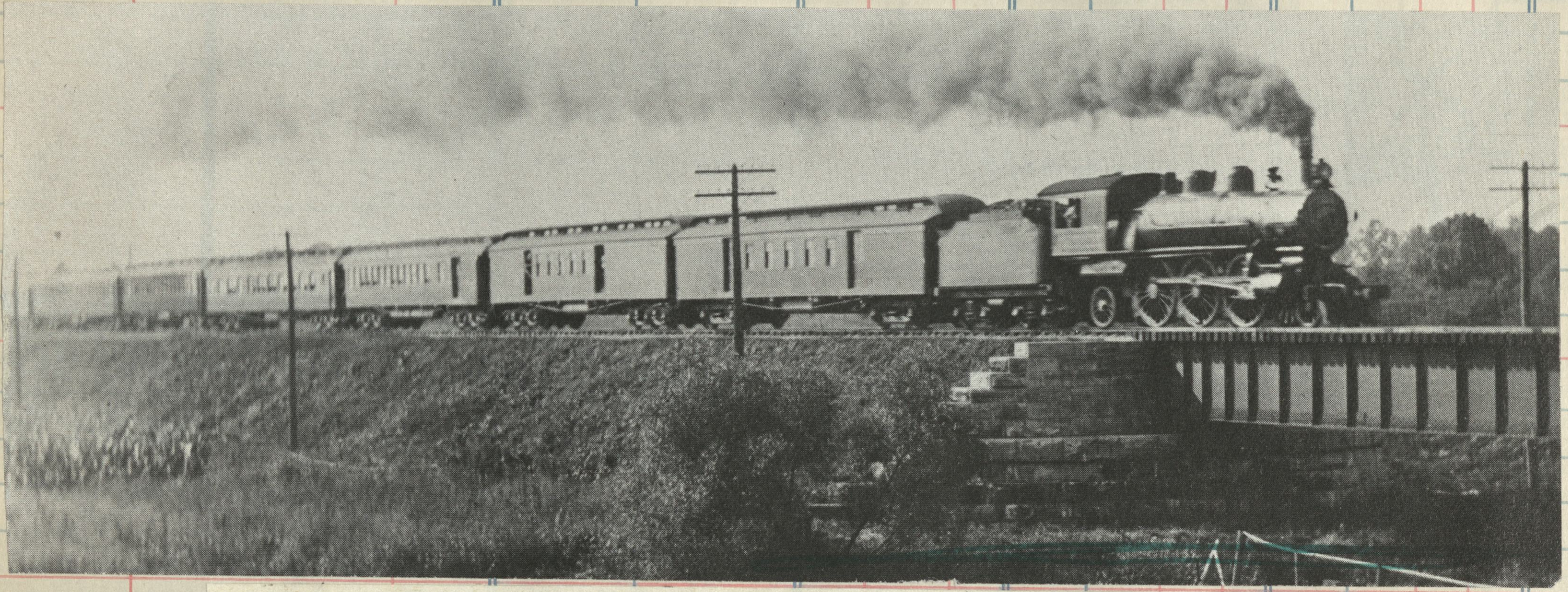


Here is a scene on the old Lake Shore & Michigan Southern Railway many years ago. The three-wheeled "speeder" or more commonly known as a "velocipede car" was built by several different railway supply companies in railroading's early days. The exact manufacturer of the L.S. & M.S. "rolling stock" shown in the above photo is not known, but similar cars were built by the Kalamazoo Railway Supply Company, The Sheffield Velocipede Car Company, and possibly also the Buda Foundry and Manufacturing Co. These odd vehicles were quite common around the turn of the century and were even still advertised for sale new as late as the late 1930's.

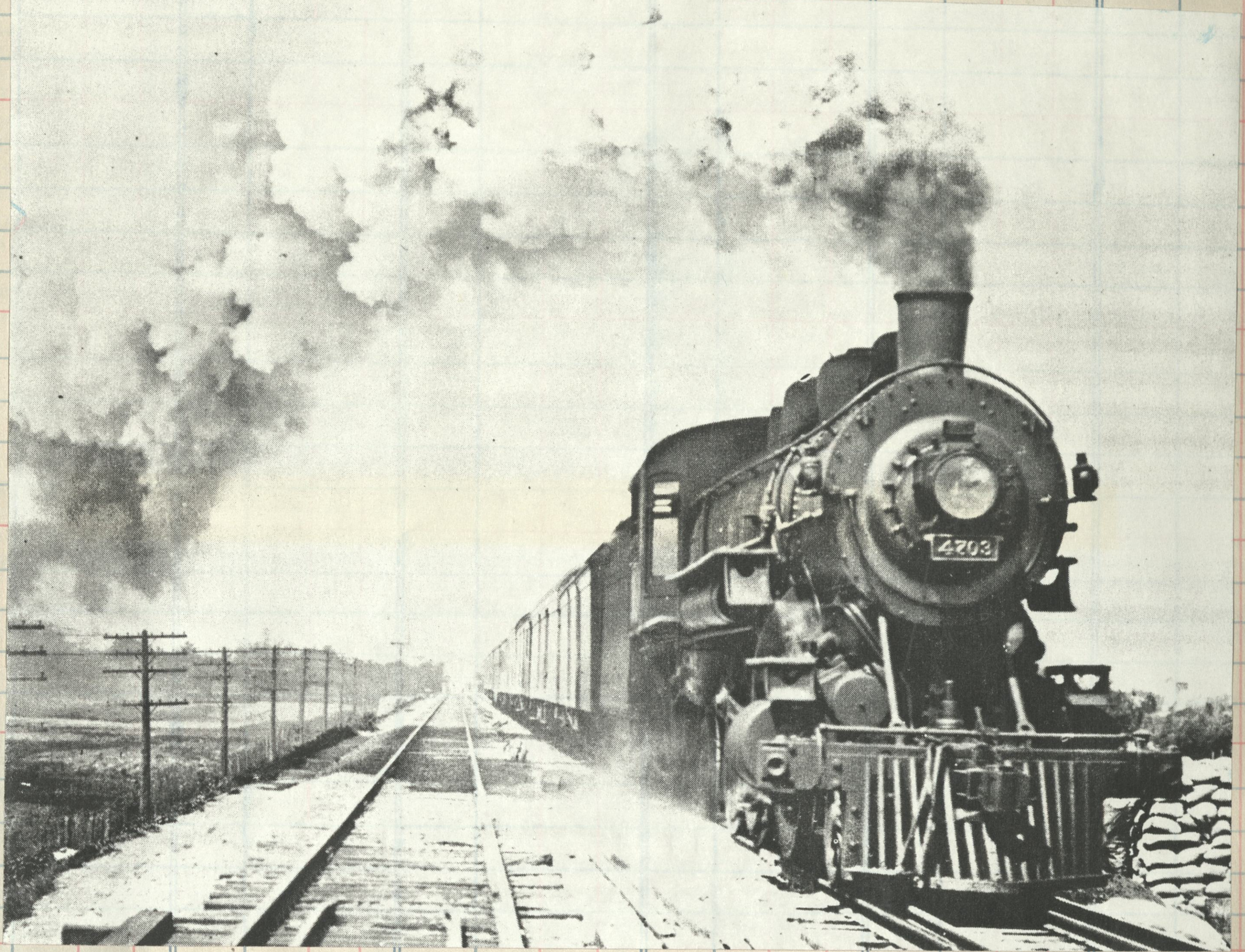




The Lake Shore was the one road that had success with high wheeled Prairies in fast passenger service.
#660 [later 4660] c/n 3817 Brooks 1901 (dvs 81") 695 [later 4695] c/n 29419 Brooks 1904

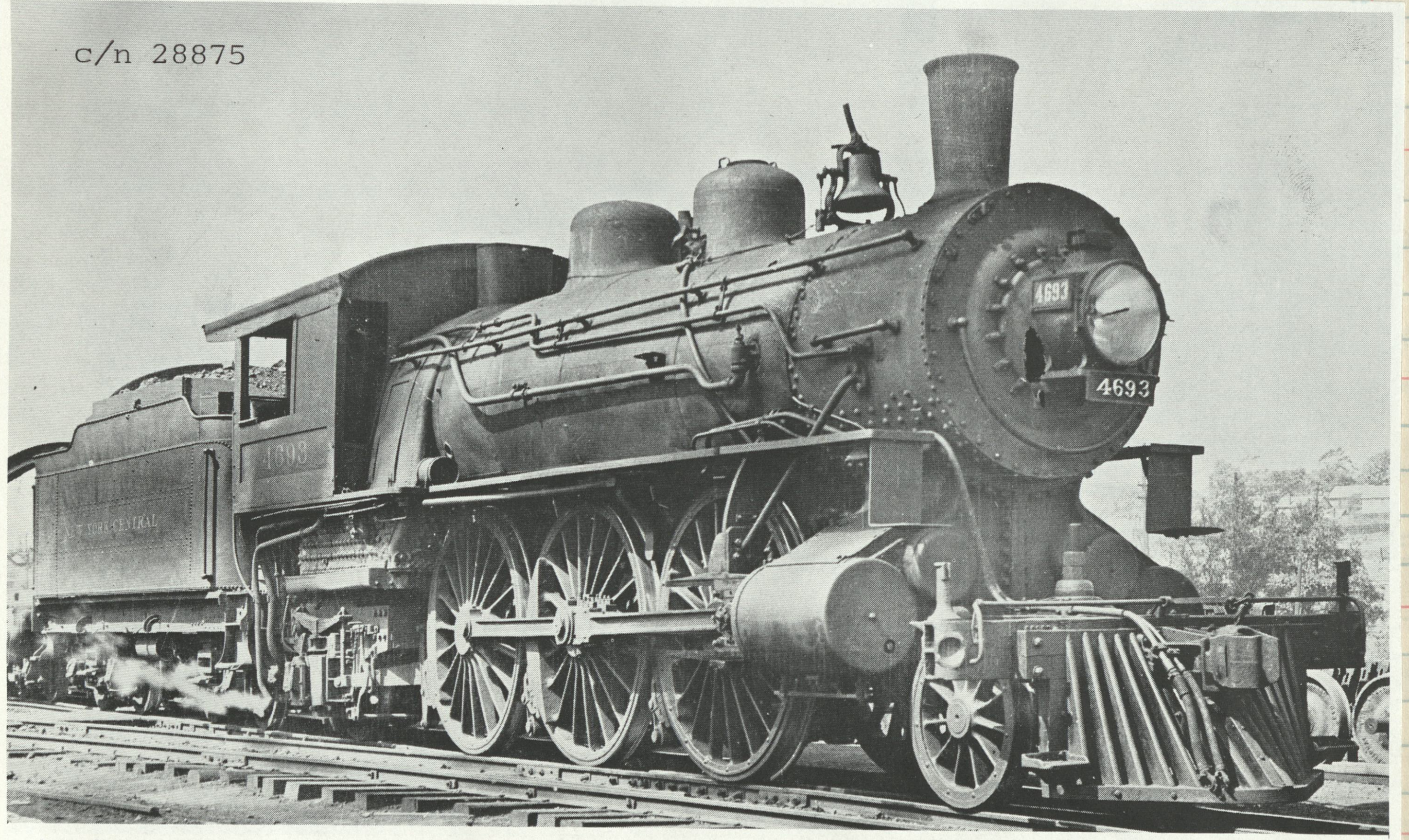


At Green Creek, near Fremont, Ohio, March 1903

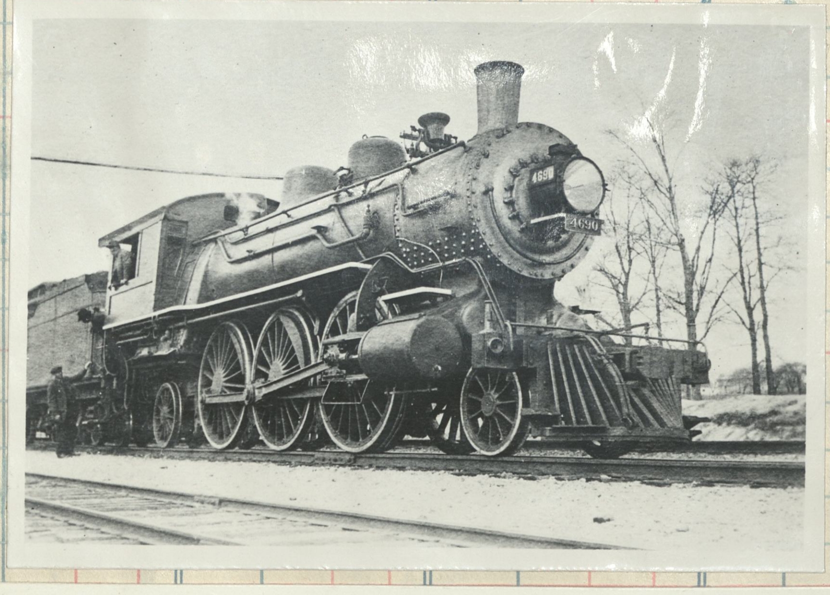


2-6-2 #4703 [org #3703] swings along westbound near Sandusky
4700-4709 c/n 29690 Brooks 1904 Reblt as 4-6-2 Class K-41

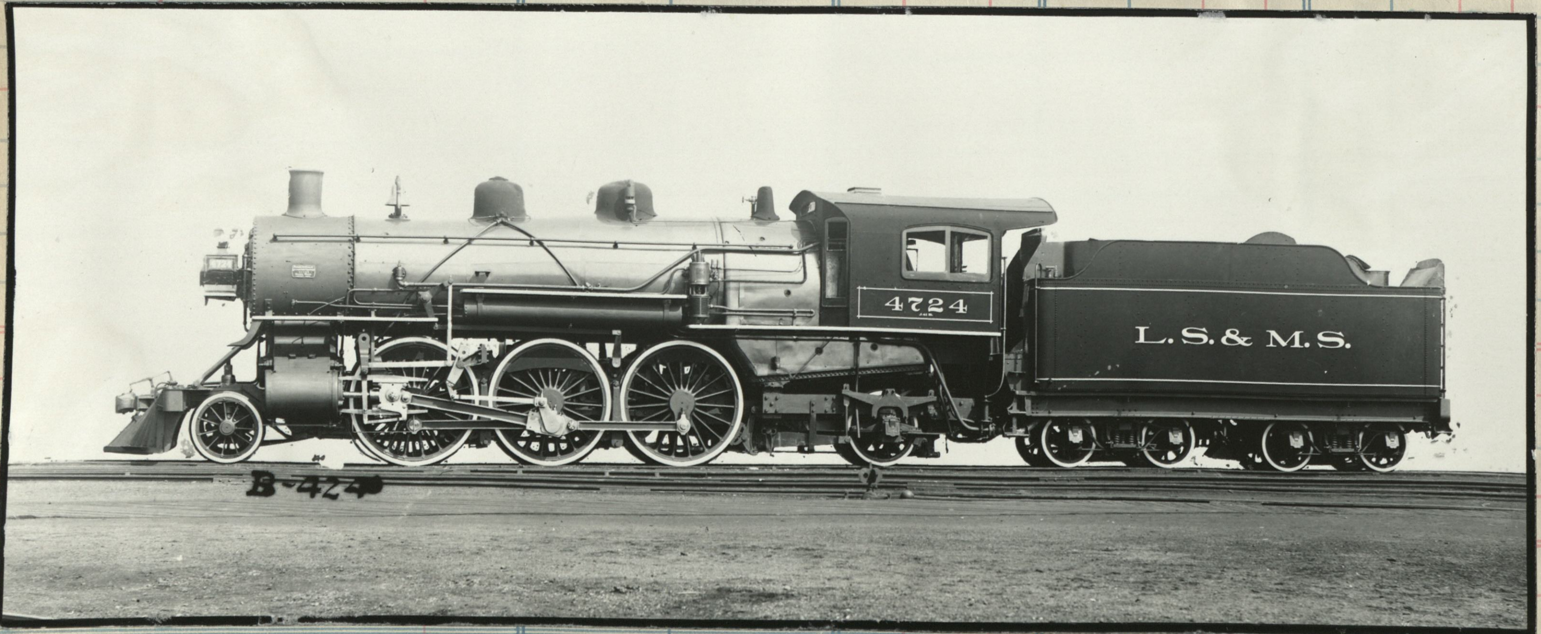
c/n 28875



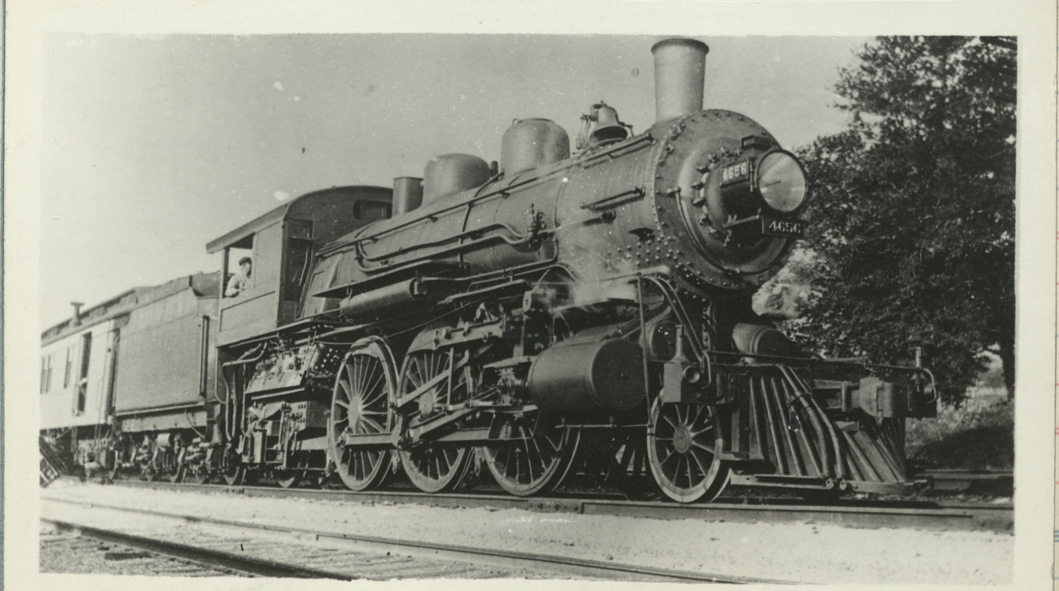
Lake Shore & Michigan Southern J-40h taken at Youngstown, Ohio in 1918. This high stepping "Prairie" has been fitted with an outside bearing trailing truck. Locomotive was originally numbered 693 when built by the Brooks Locomotive Works in 1904, but was renumbered 4693 only a year later and was scrapped by 1926.
Paul W. Prescott Collection



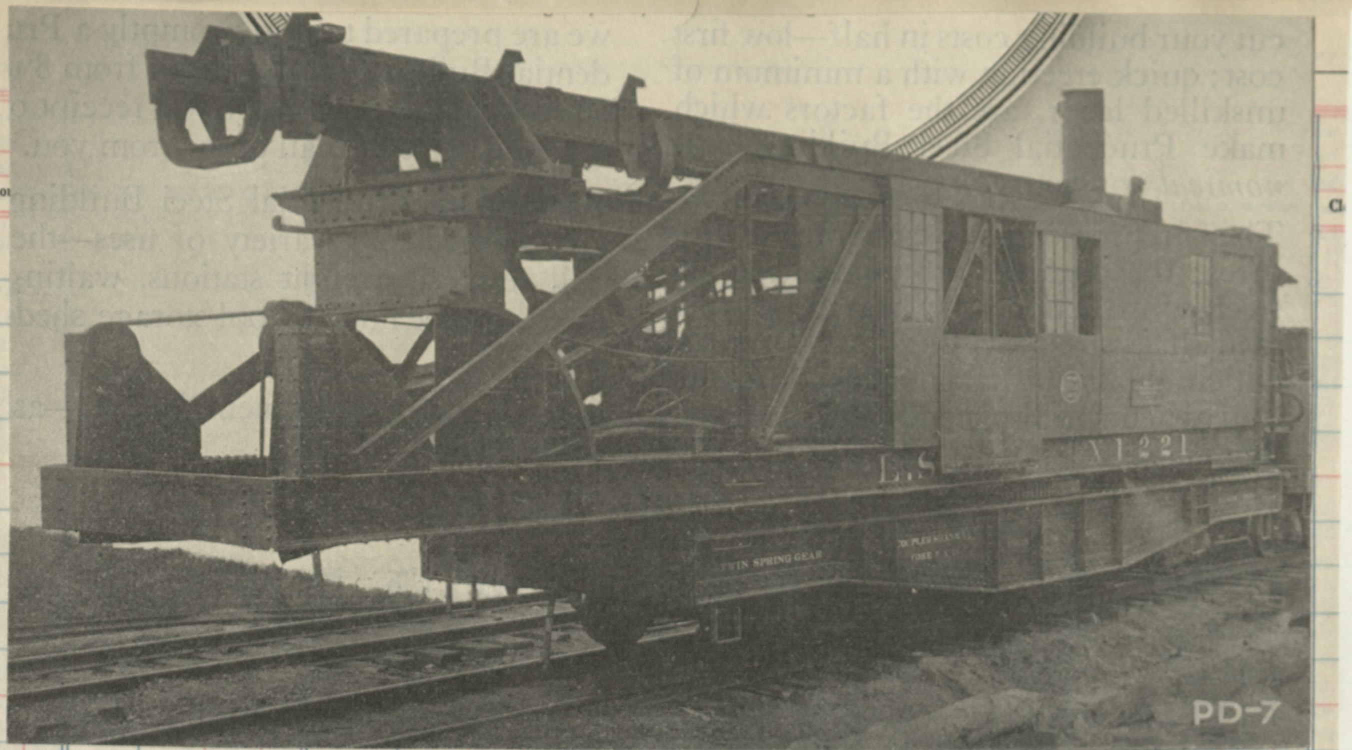
4690
Org #690
Brooks 1904
c/n 28872

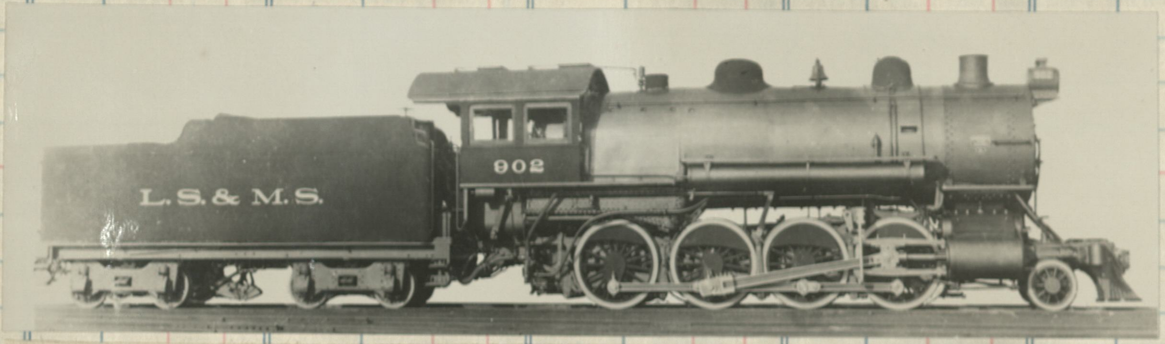


East of Buffalo it was the 4-4-2's but between Buffalo and Chicago the Lake Shore was wheeling the Central 'varnish' behind speedy 2-6-2's. In 1905 Brooks delivered ten, noed 4715-4724, c/n's 37711-37720. All were rebuilt as class K-41 Pacifics between 1916-1918 with same numbers.

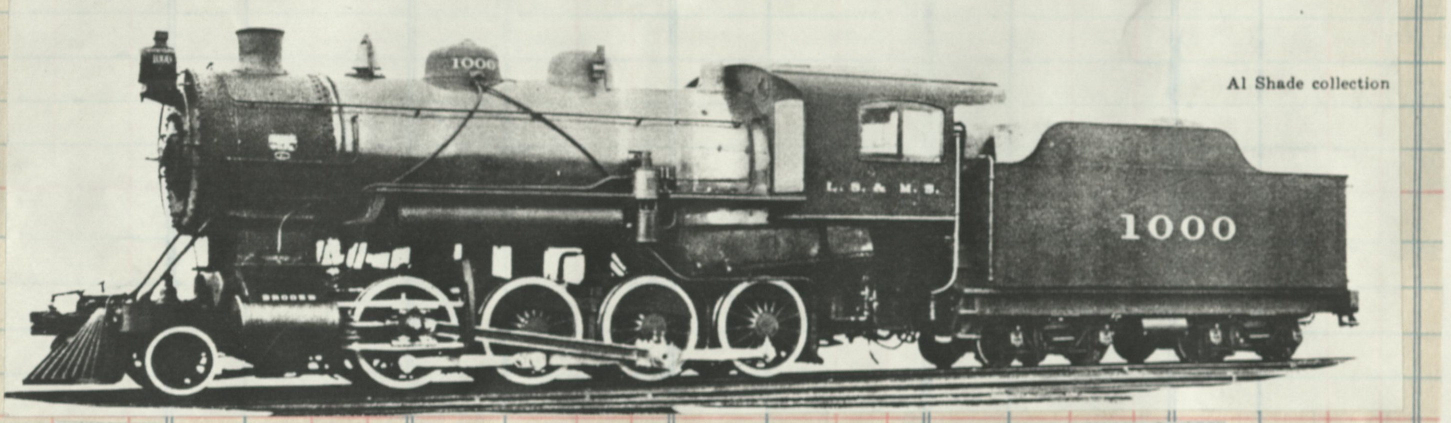


4656
Org 656
Brooks 1901
c/n 3869



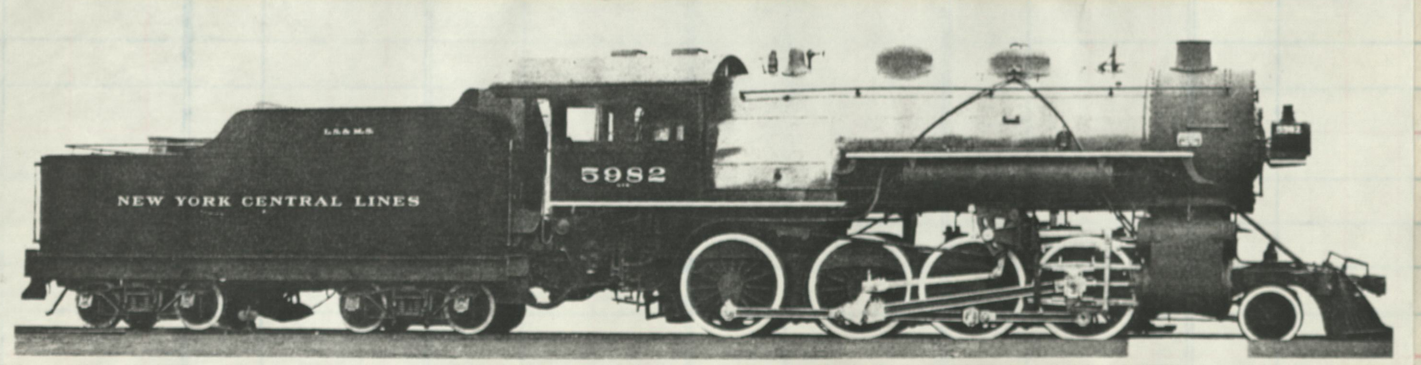


900-911 (renoed 5900-5911) G-5a c/n 29969 Brooks 1904
Reblt by Brooks 1913 as 2-8-2 H-5L #2645, later 3820



Al Shade collection

1000-1004 c/n 28798 Brooks 1903
Renoed 5993, 5870 Sold to Enos Mining Co in 1932



5963-5982 G-5m c/n 39997 Brooks 1906

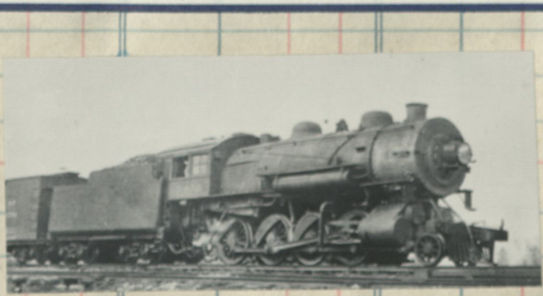
"THE OLD LAKE SHORE"

Past and gone is the famous name
  Known as "The Old Lake Shore."
And the new one will never sound the same
  Though we speak it for twenty years or more.
Ye Old Lake Shore, I knew you well,
  And you were dear to my heart,
In memories which no pen can tell,
  For of you I've been a part.

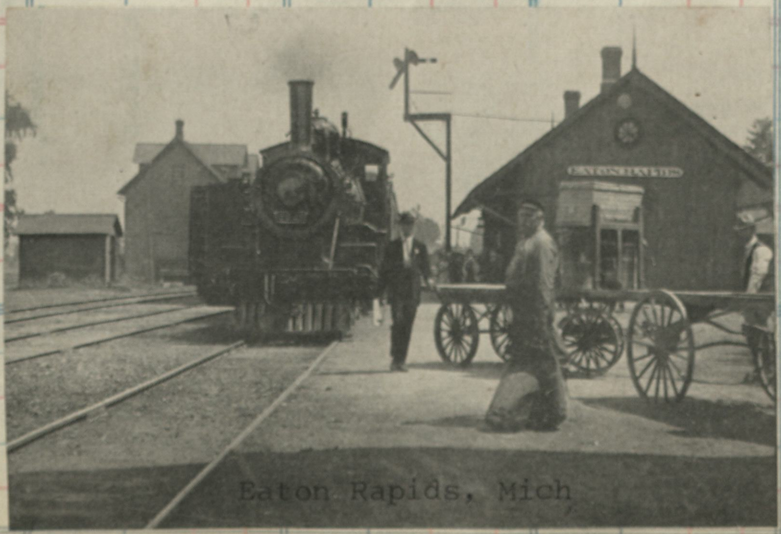
In wintry day and springtime sky,
  In summer's blazing heat,
I've seen the trains go speeding by—
  Trains that were hard to beat,
And my heart would fill with pleasing prides,
  At the power and beauty laid
Along their glistening moving sides,
  As sixty miles they made.

We bury the name like the name of a friend,
  And we cherish within our breast
A memory which no power can end,
  'Till we are stilled by death.
Perhaps when we sight the shining strand,
  And pass through the golden door,
We'll take a train for the Beulah Land,
  Once more on "The Old Lake Shore."

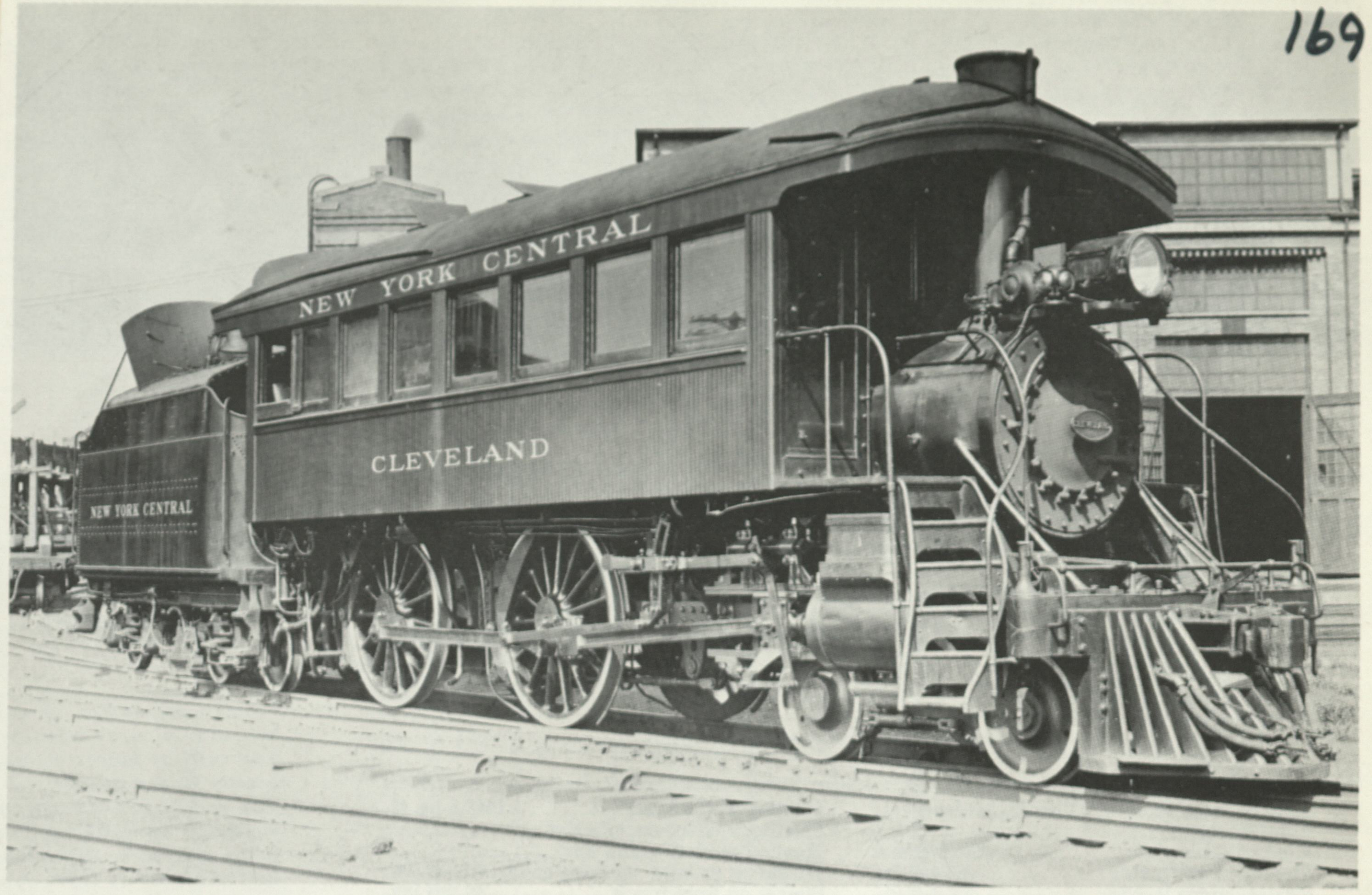
F. S. Curtis — 1914

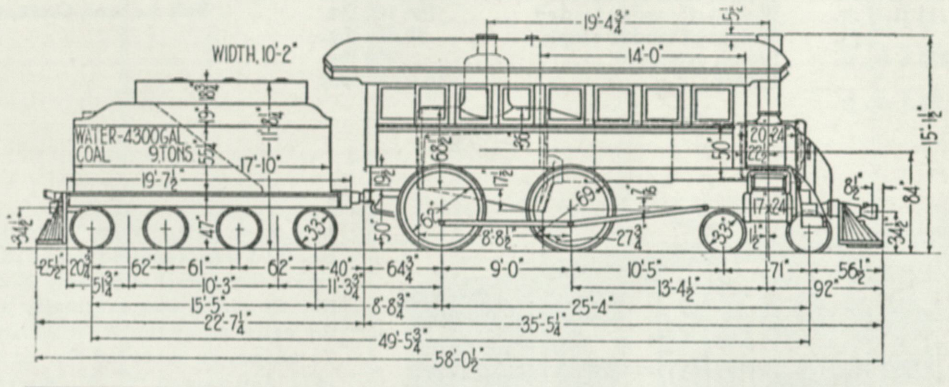


5932



Eaton Rapids, Mich



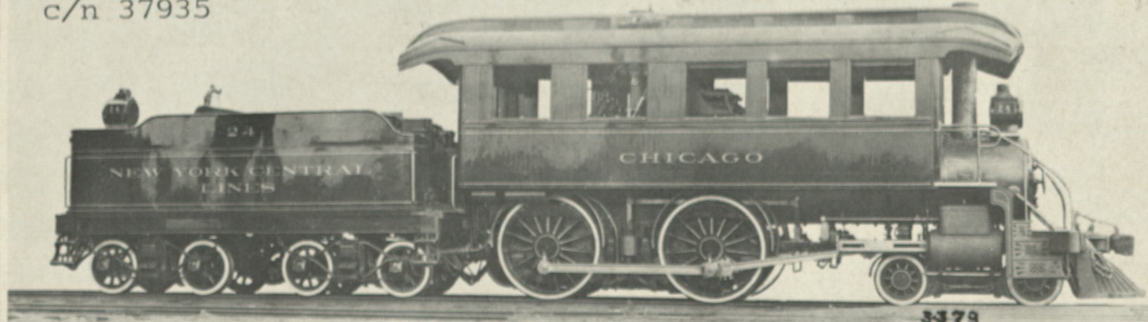


Kind of main valve	Allen-Richardson bal.
Valve travel	
Kind of valve gear	Walschaert
Firebox length inside	96 in.
Firebox width inside	31 in.
Grate area	21.0 sq. ft.
Tubes number	187
Tubes length over sheets	13 ft. 6 1-2 in.
Tubes diameter outside	2 in.
Heating surface tubes	1326 sq. ft.
Heating surface firebox, including arch flues	140 sq. ft.

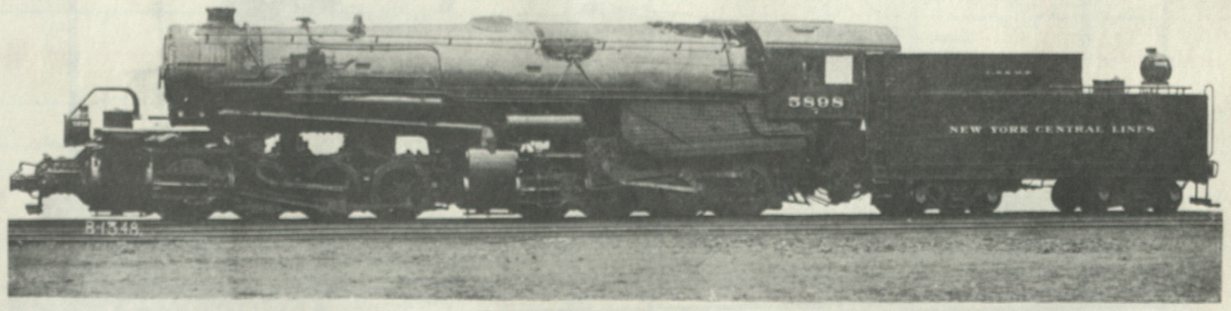
Heating surface total	1466 sq. ft.
Heating surface superheater	
Heating surface grand total	
Weight on drivers working order	86,000 lbs.
Weight on front truck	47,000 lbs.
Weight on back truck	
Weight total of engine	133,000 lbs.
Weight of tender loaded	104,900 lbs.
Weight of tender empty	51,100 lbs.
Steam pressure	180 lbs.
Rating	15.8 per cent

Besides the very ornate and delicate Inspection locomotive "John" mentioned in the preceding article, the New York Central did operate many other of the "pony" class locomotives, as Inspection engines were known in N. Y. C. Lines service. The "Cleveland" was built for the L. S. & M. S. Ry. in 1906 at their own Collinwood, Ohio shops as a 4 cylinder simple expansion locomotive. Originally numbered 30, this engine was rebuilt several times, finally resulting in a conventional looking 4-4-0 No. 1011, class C-30, it was retired in 1936 and her boiler used to provide new steam service in the Dunkirk, N. Y. roundhouse. A detailed history of this interesting engine appeared in the "Central Headlight" Vol. II, No. 2 - 1971.

Schenectady 1905
c/n 37935



To the "Mohawk" in 1922



MALLET FREIGHT LOCOMOTIVE

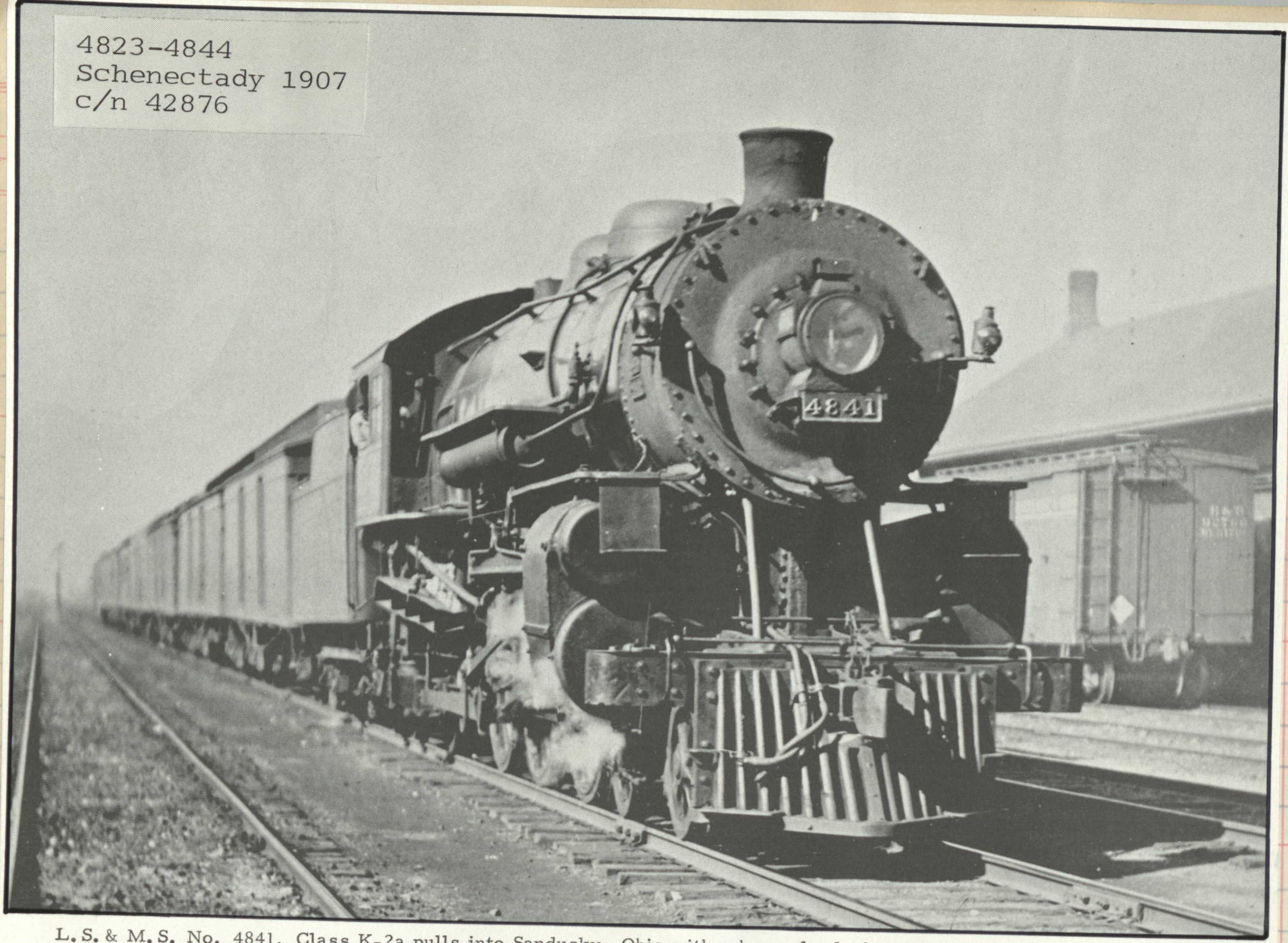
5897-5899 NU-1a c/n 54133 Brooks 1913

5 Locomotives like the above are being fired by Street Stokers

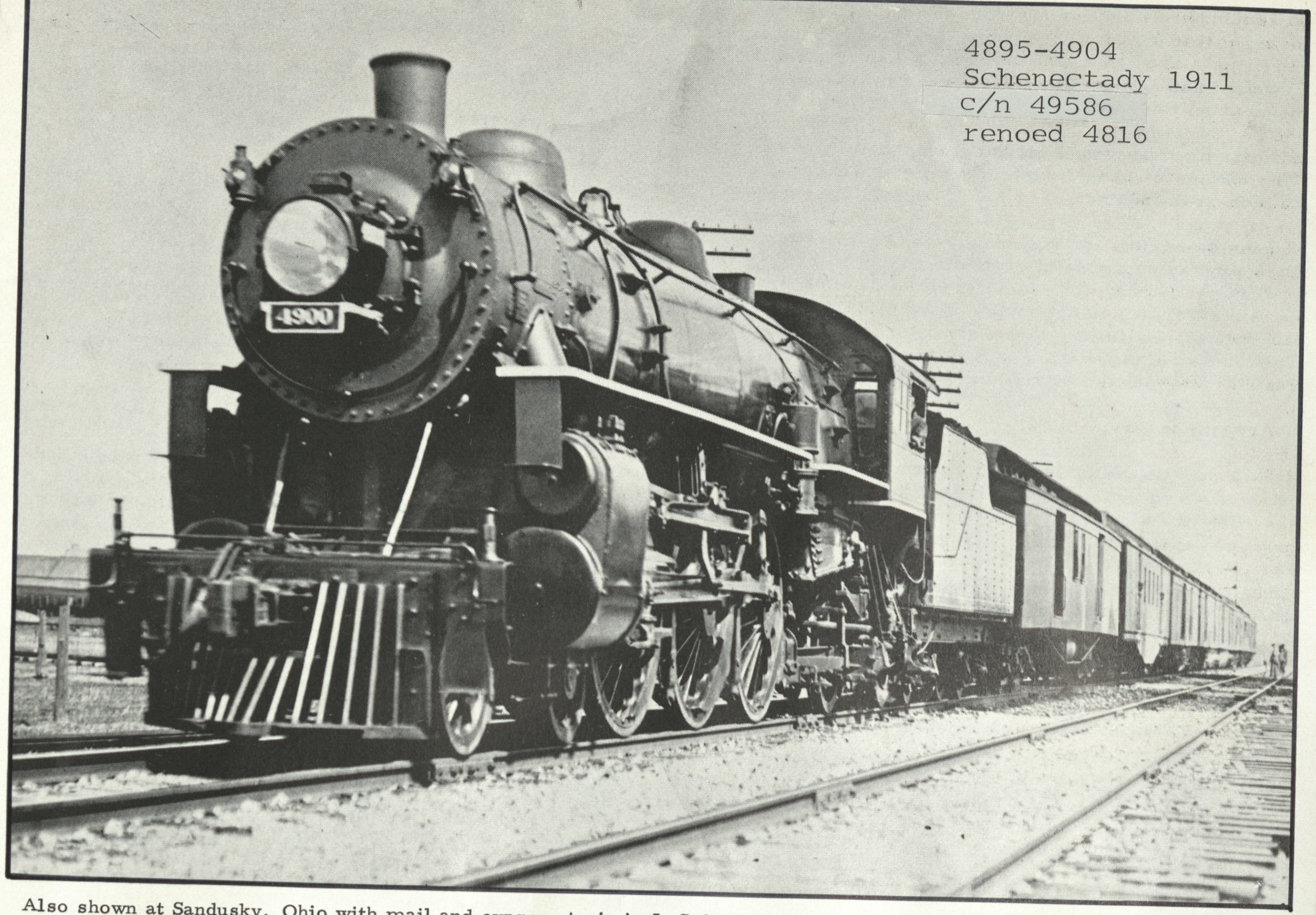
renoed 7098

Cylinders	26 and 40 x 28 in.
Driving wheels, diameter	51 in.
Steam pressure	220 lbs.
Boiler diameter	88⅛ in.
Tubes, length	23 ft.—0 in.
" number	45—5½ in.
" "	255—2¼ in.
Heating surface tubes	4,924 sq. ft.
" " arch tubes	54 sq. ft.
" " fire box	311 sq. ft.
" " total	5,289 sq. ft.
" " superheater	1,235 sq. ft.

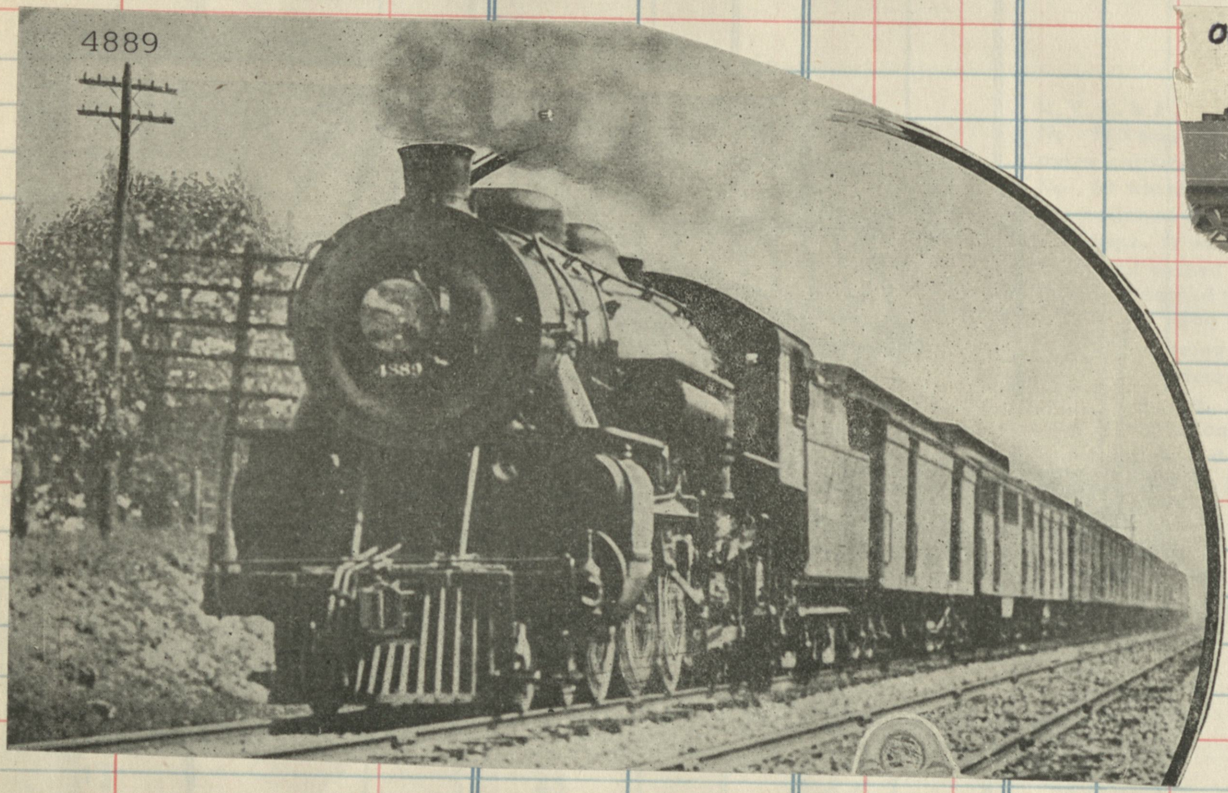
Fire box	121⅛ x 96¼ in.
Grate area	81 sq. ft.
Wheel base, driving	14 ft.—9 in. and 14 ft.—9. in.
" " engine	40 ft.—3½ in.
" " " and tender	74 ft.—4½ in.
Weight, driving	466,000 lbs.
" engine	466,000 lbs.
" tender	156,500 lbs.
Tender capacity, water	8,000 gals.
" " coal	14 tons
Maximum tractive power	100,500 lbs.
Factor of adhesion	4.64


4823-4844
Schenectady 1907
c/n 42876

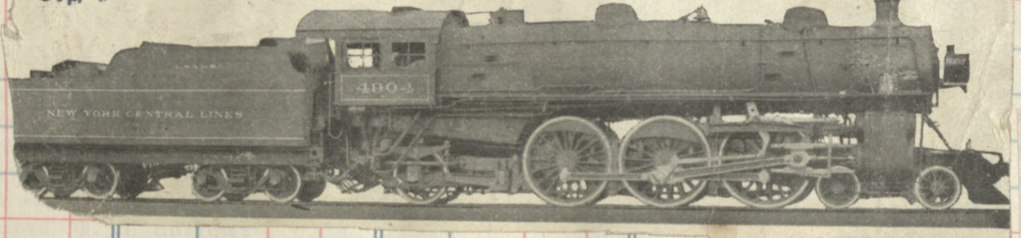
L. S. & M. S. No. 4841, Class K-2a pulls into Sandusky, Ohio with a heavy load of mail and express cars sometime during the World War I era. The graceful Pacific type was built in 1907 by Alco and was scrapped before 1936.


4895-4904
Schenectady 1911
c/n 49586
renoed 4816

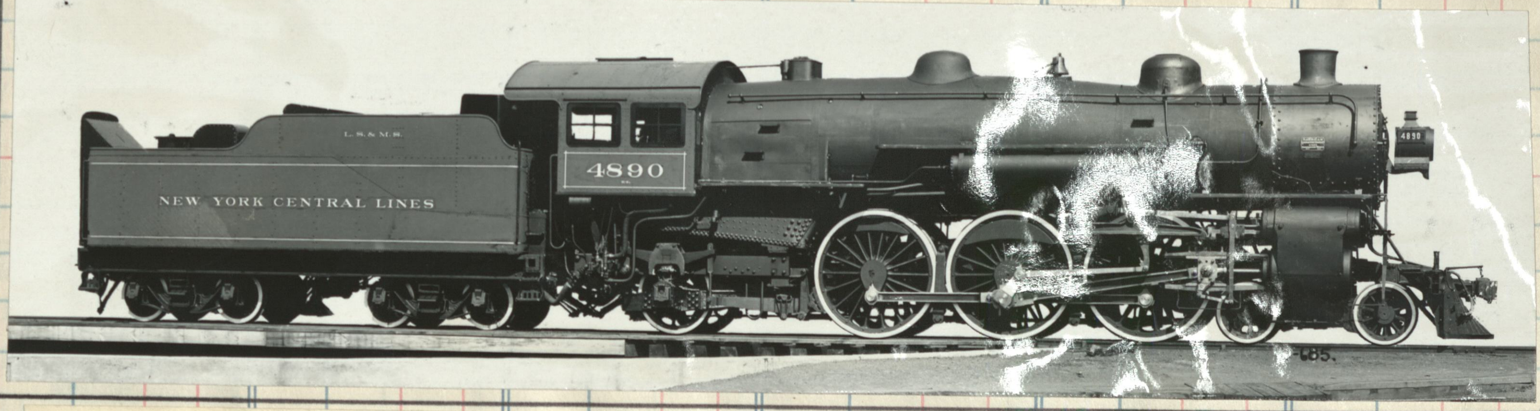
Also shown at Sandusky, Ohio with mail and express train is L. S. & M. S. No. 4900, Class K-3b which was built by Alco in 1911. Bob lorenz Collection


4889

OKM

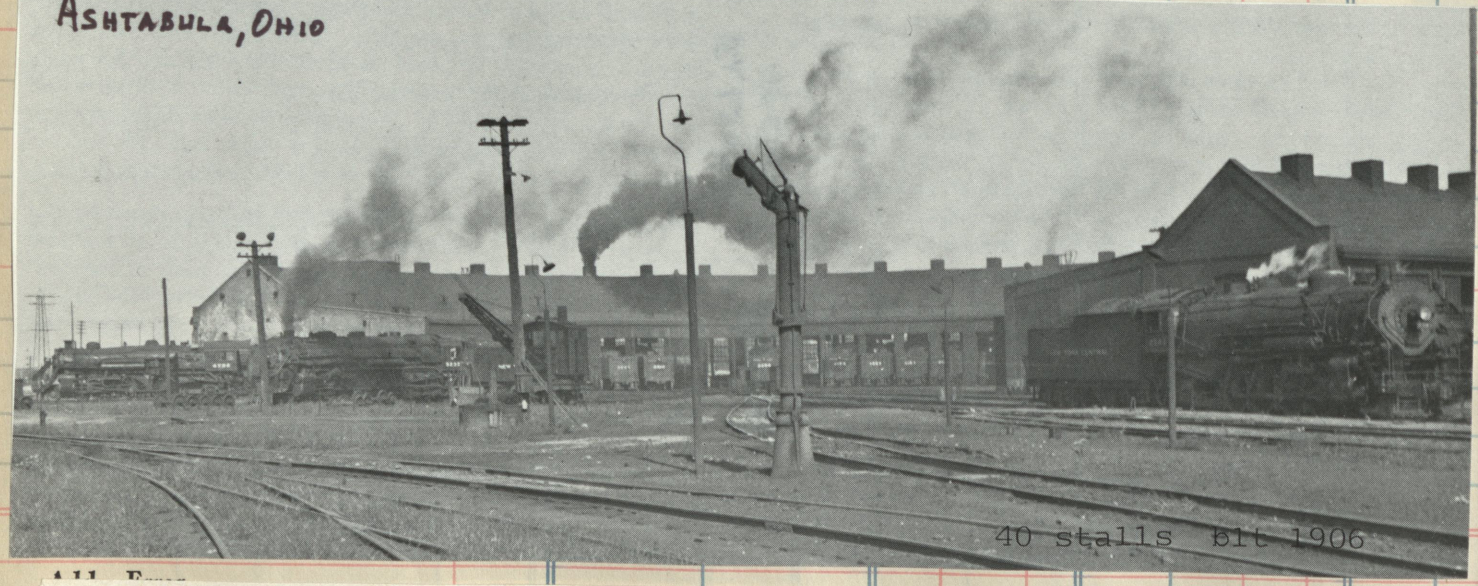

NEW YORK CENTRAL LINES
4904

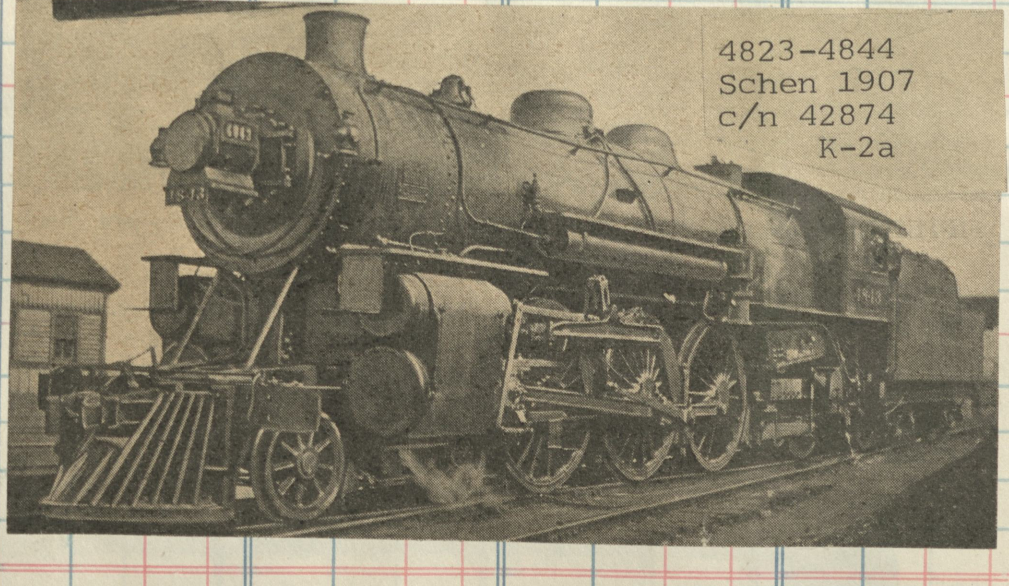
The last K-3b, 4904
c/n 49590
renoed 4820


NEW YORK CENTRAL LINES
4890

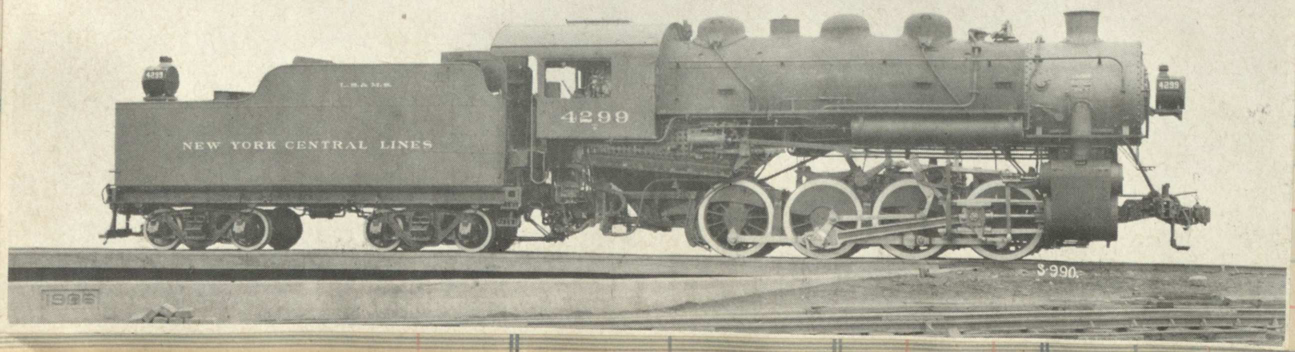
Austere and dignified the 4890 was one of the fifty [4845-4894] K-2L class delivered to the Lake Shore by Schenectady in 1910 c/n 47223

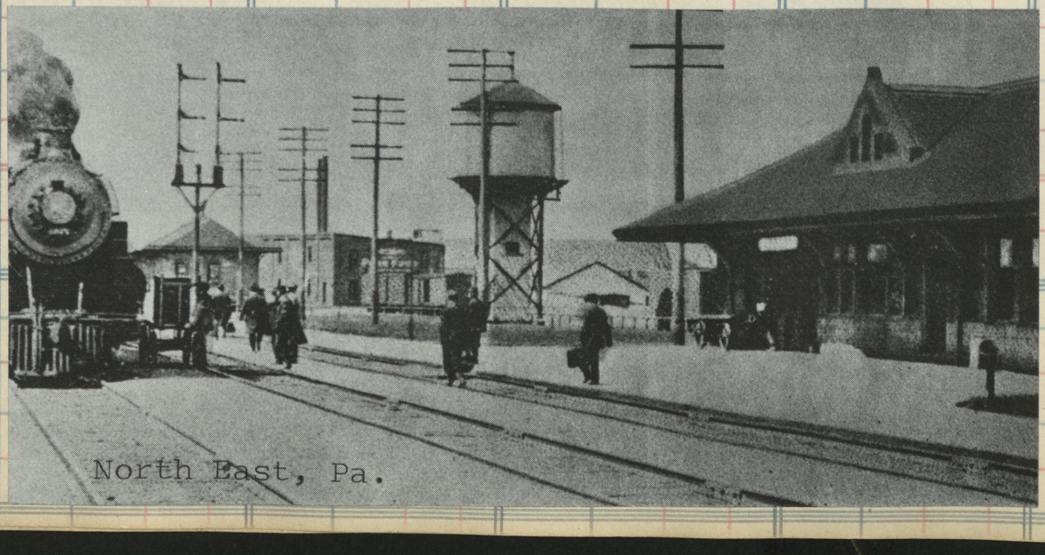
ASHTABULA, OHIO

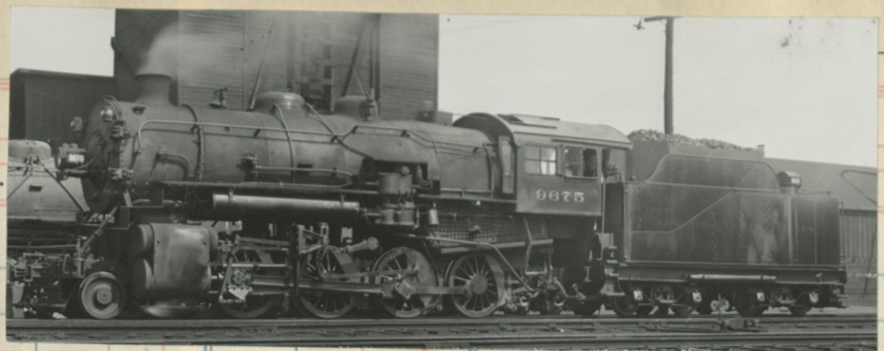

40 stalls blt 1906


4823-4844
Schen 1907
c/n 42874
K-2a

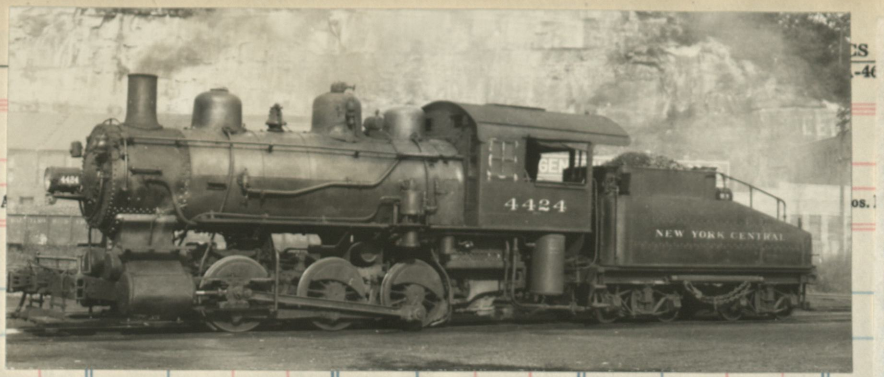
Class U-1a 4280-4299 c/n 54154 Schen 1913 Renoed 7299
Tfr to the P&LE


NEW YORK CENTRAL LINES
4299

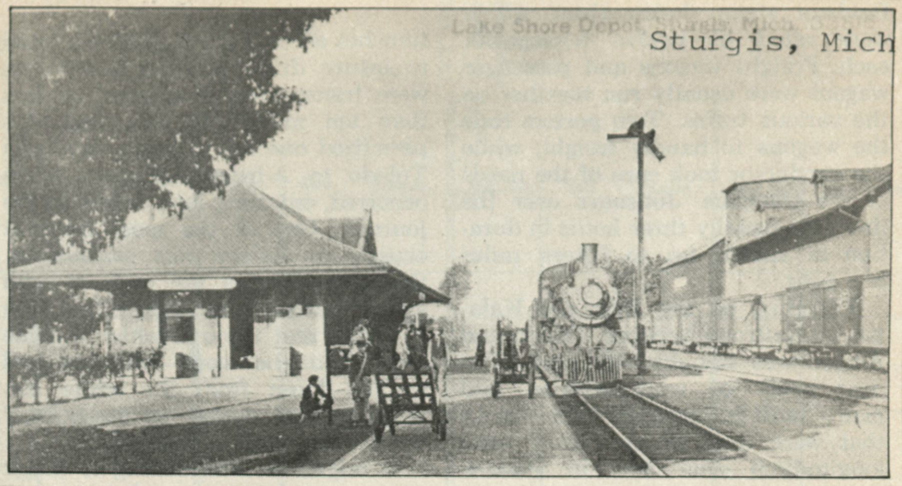

North East, Pa.



Built as LS&MS #5595 G-46d
c/n 46361 Brooks 1909

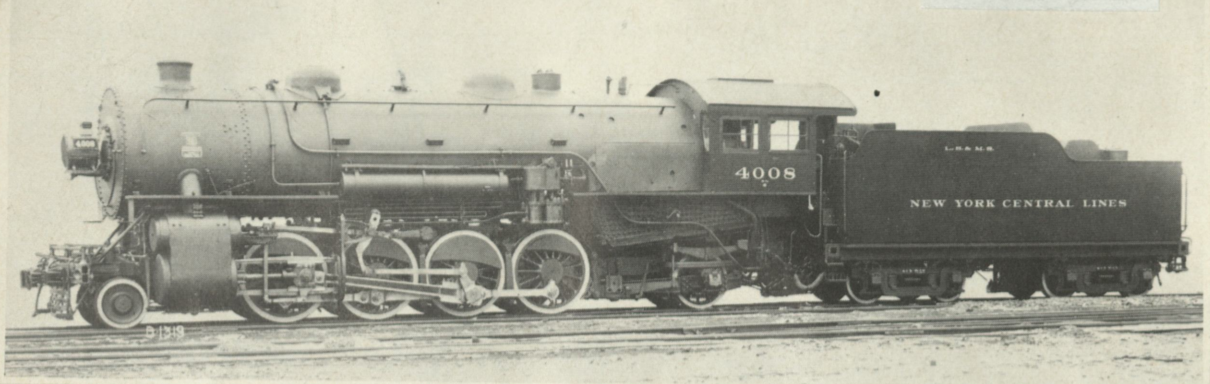


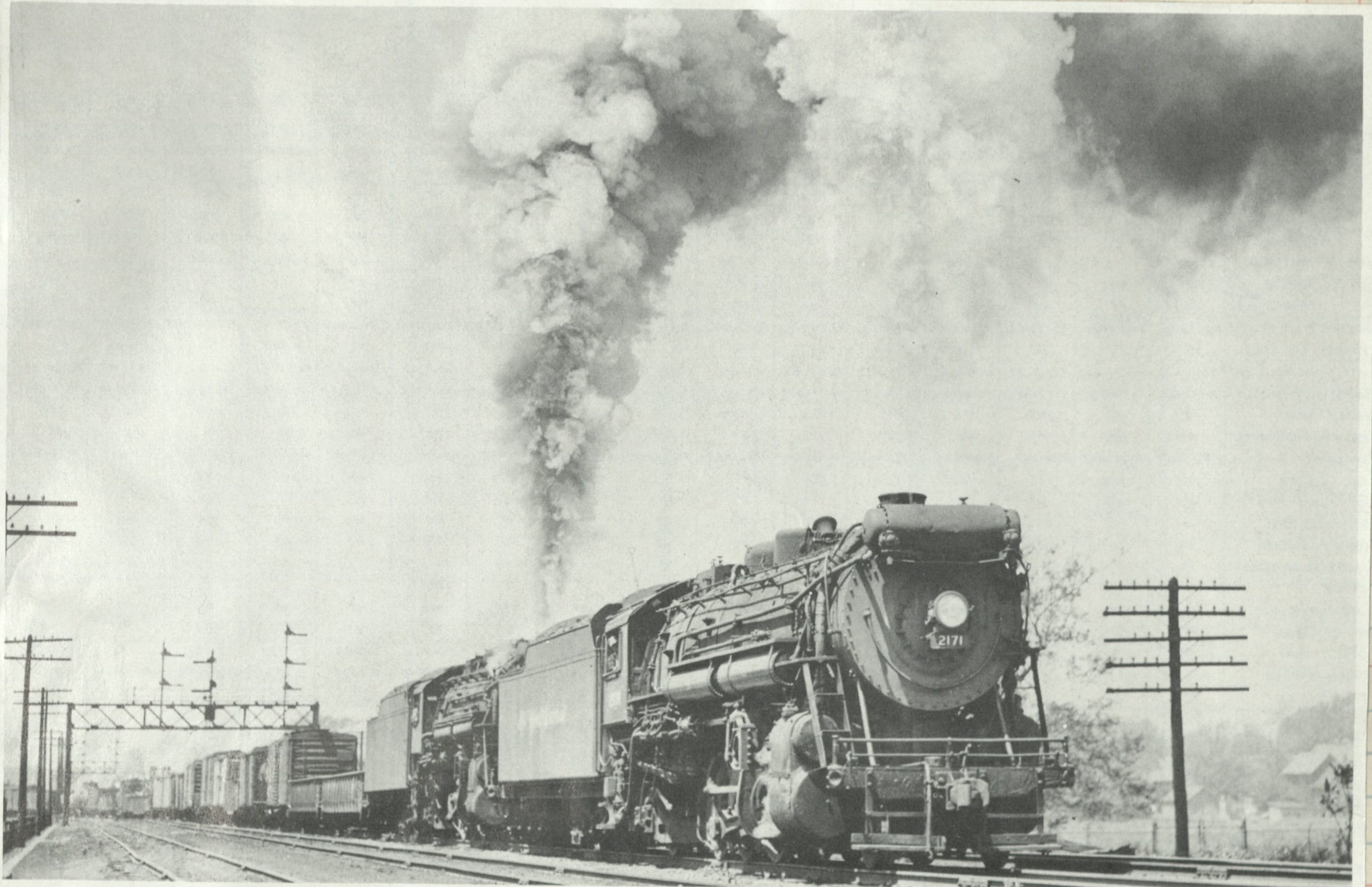
424 B-56b c/n 28863 Brooks 1903
To 4424, 7002



Sturgis, Mich

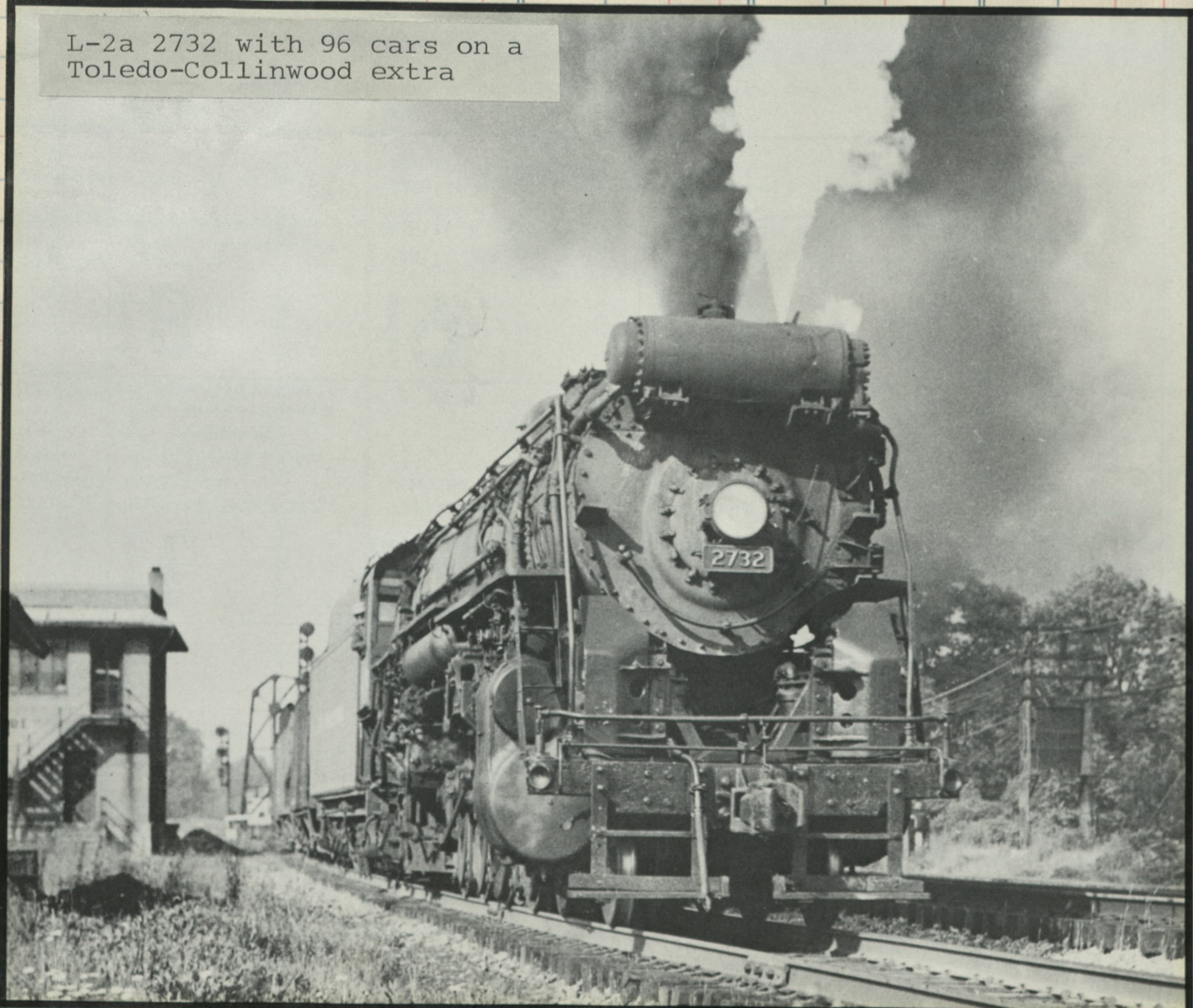
(H-7a) 4000-4009 c/n 52544 Brooks 1913

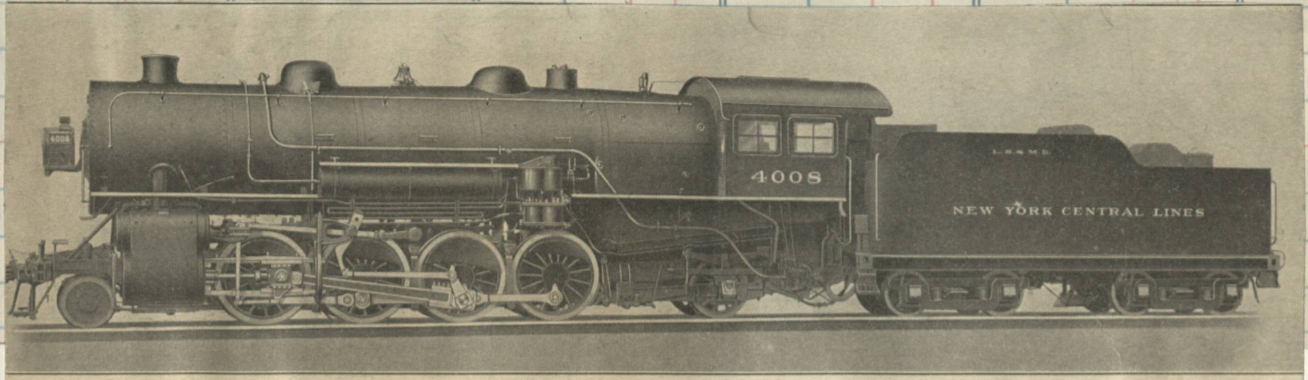




H10a's #2171 and #2167 double head a southbound freight out of Ashtabula, Ohio, 2:00 P.M., May 30, 1945.

L-2a 2732 with 96 cars on a
Toledo-Collinwood extra

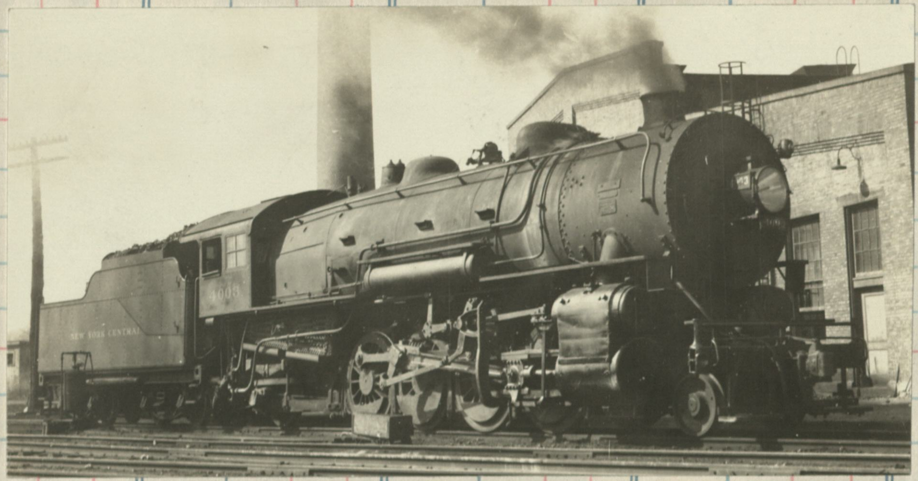




Heaviest Mikado Locomotive; Lake Shore & Michigan Southern.

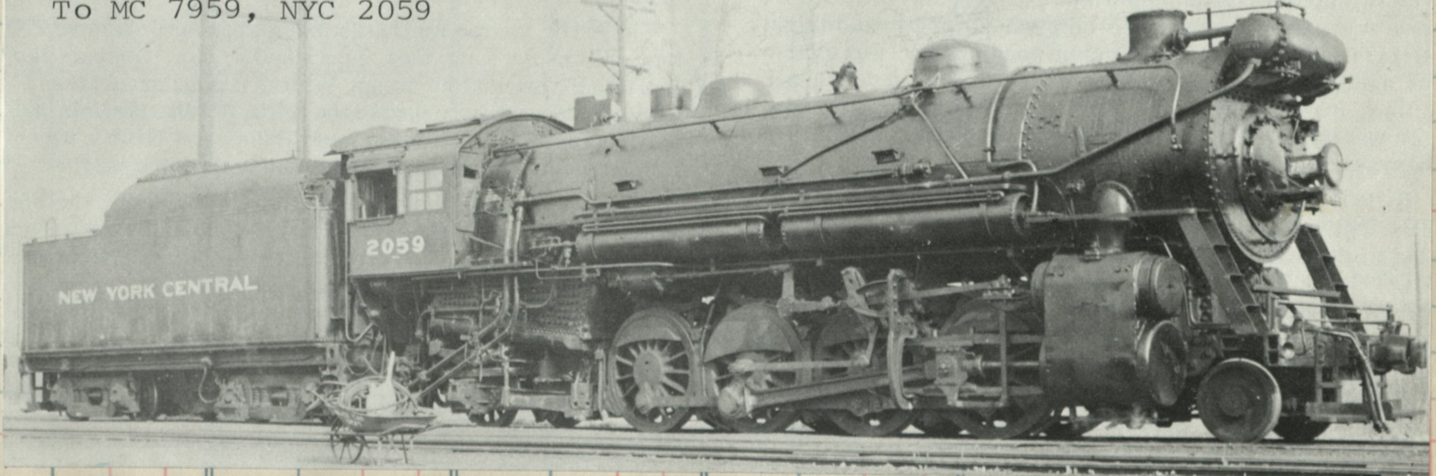
OKM

Gage	4 ft. 8½ in.	Heating Surface, Tubes	4,494 sq. ft.
Cylinders	27 in. x 30 in.	Heating Surface, Firebox	246 sq. ft.
Steam Pressure	190 lbs.	Heating Surface, Total	4,730 sq. ft.
Diam. of Drivers	63 in.	Heating Surface, Superheater	1,065 sq. ft.
Tractive Effort	56,050 lbs.	Grate Area	59.6 sq. ft.
Rigid Wheel Base	16 ft. 6 in.	Weight on Drivers	245,000 lbs.
Driving Wheel Base	16 ft. 6 in.	Weight, Total	322,000 lbs.
Total Wheel Base	36 ft. 1 in.	Fuel	Soft coal

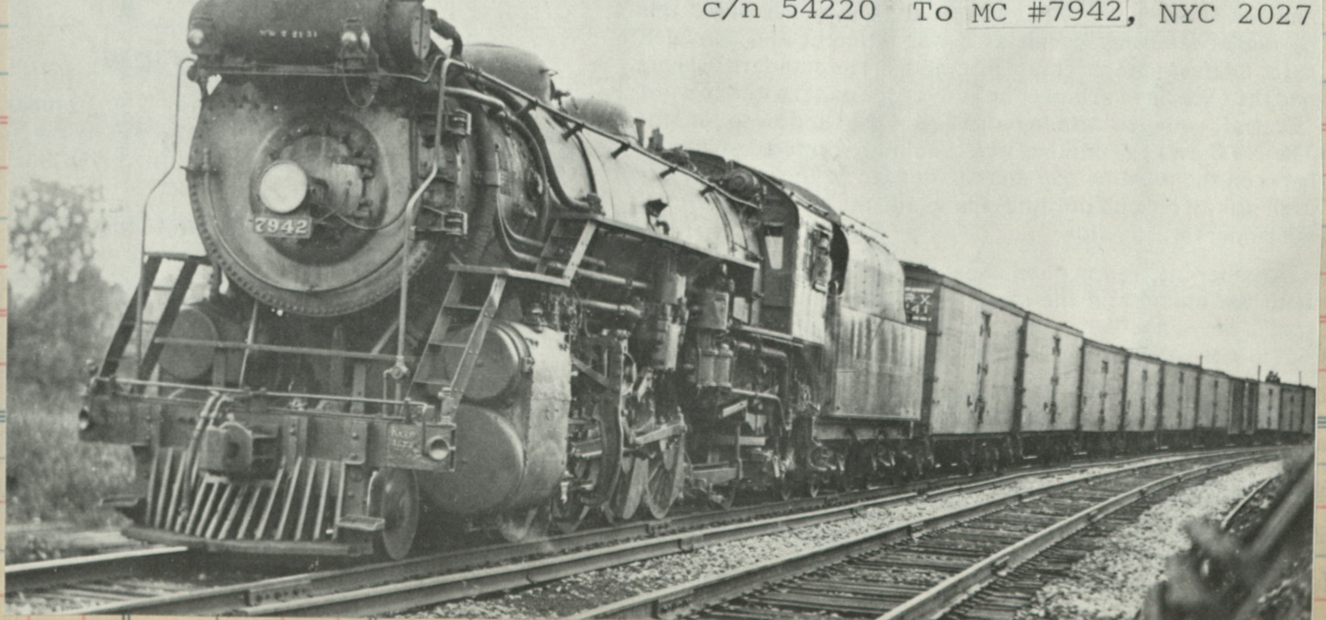


4003 at Coalburg in 1922

(H-7a) Blt Brooks 1912 as LS&MS #4019 c/n 52787
To MC 7959, NYC 2059



(H-7b) Blt as LS&MS #4027 Brooks 1913
c/n 54220 To MC #7942, NYC 2027



SELLER
DATE
FORM | DESTINATION | Amt. | Com. No. | Clos. No.

os. No. | Sold | Amount | Clos. No. | Sold | Amount

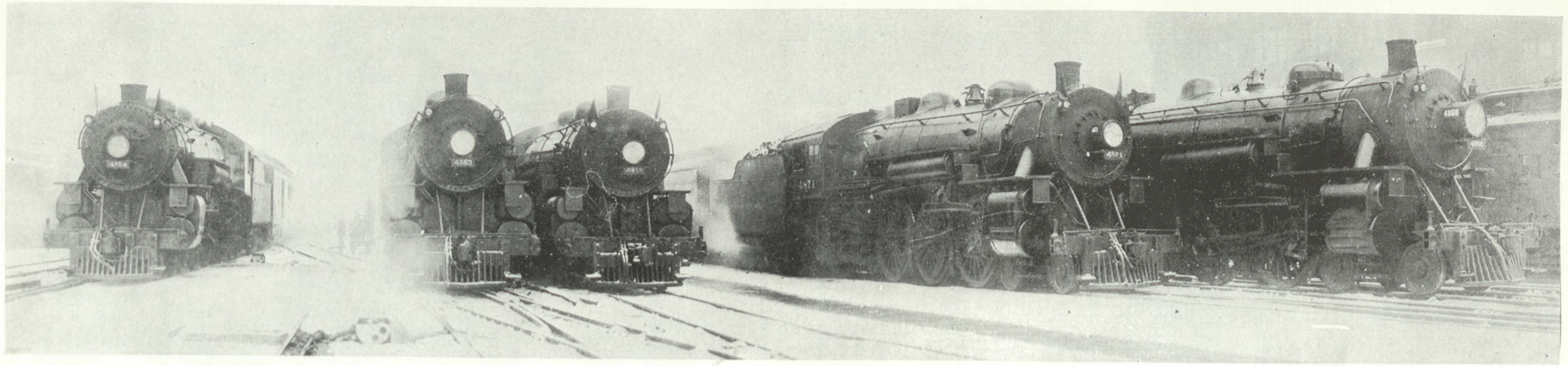
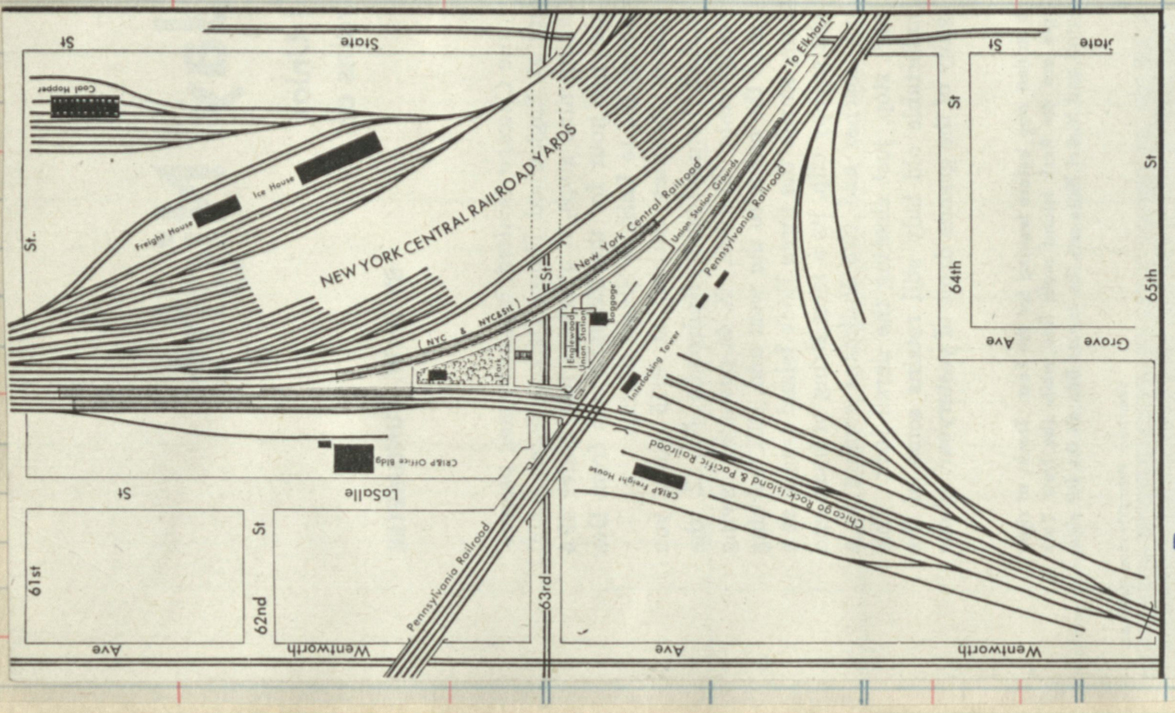
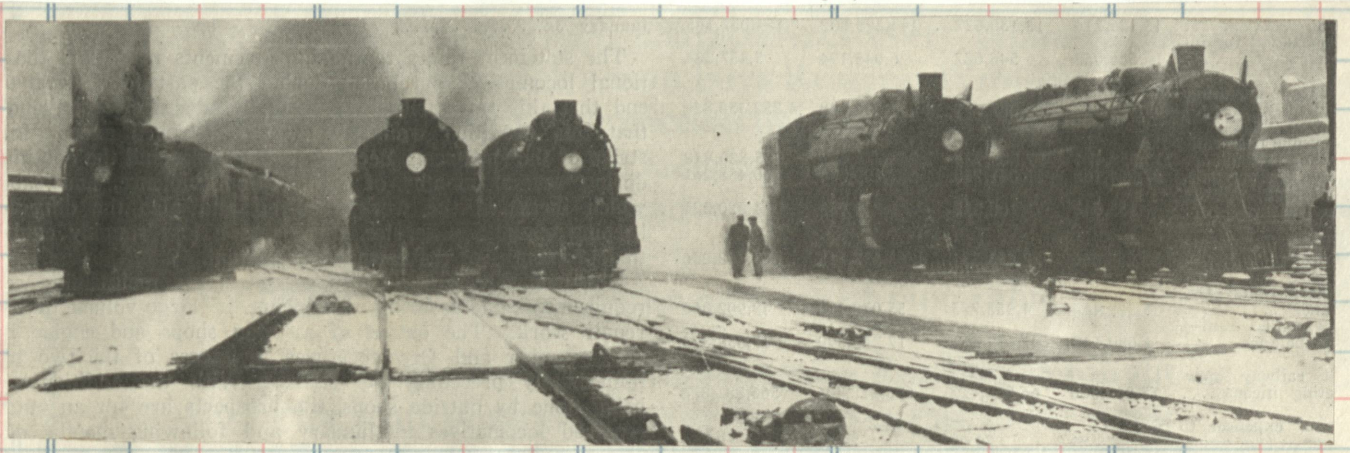


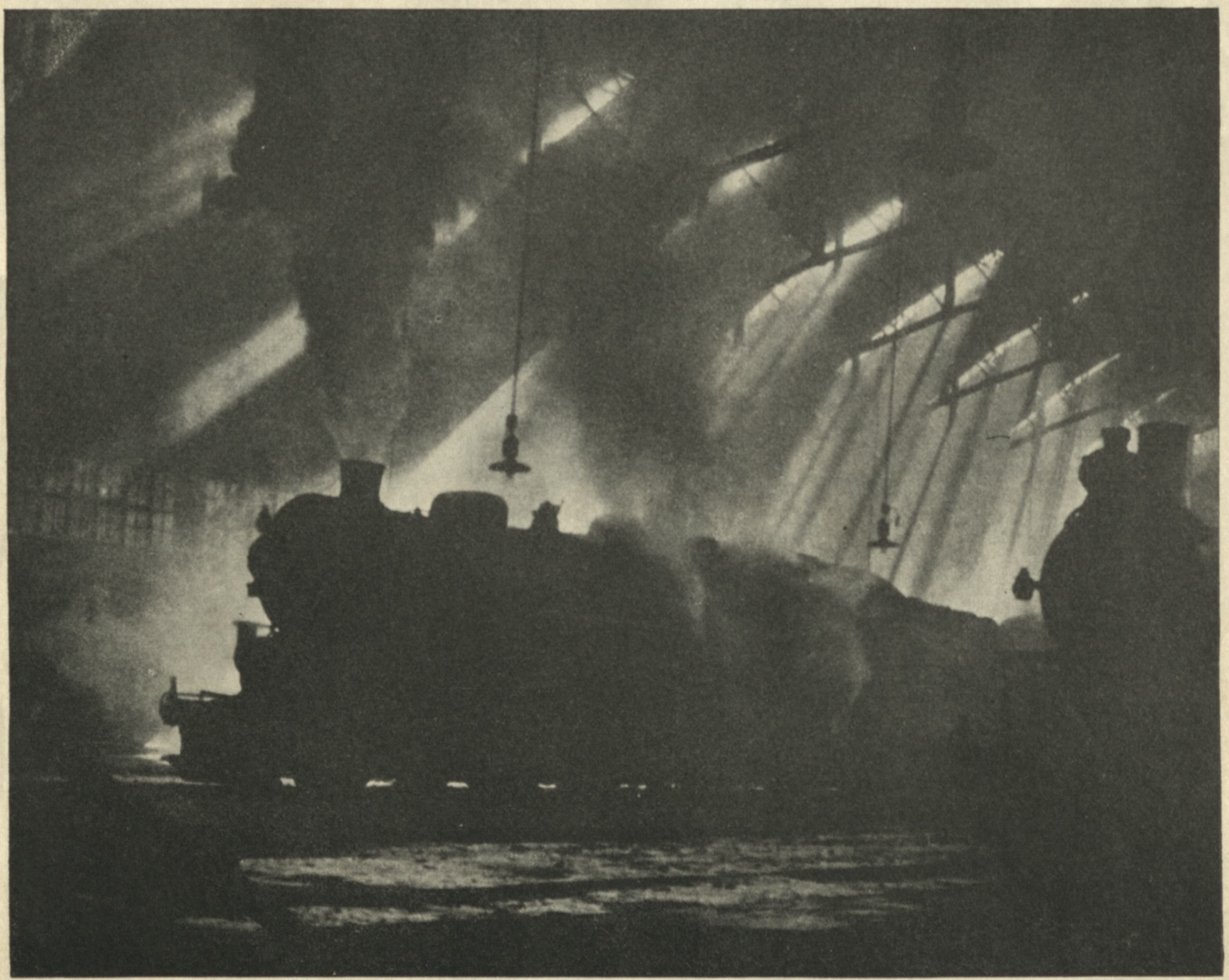
Fig. 74. Nos. (left to right) 4854, 4863, 4858, 4871 and 4868. Lake Shore & Michigan Southern Railway (NYC). Class K-21 4-6-2 Type. Built 1910 by American Locomotive Co., Schenectady Works. Five sections of Train No. 26, THE TWENTIETH CENTURY LIMITED, lined up for departure from La Salle Street Depot, Chicago, to New York. No. 4863, second from left, will run as the fifth section of Train No. 26. Photographed in 1927.


NEW YORK CENTRAL RAILROAD YARDS
State
St
Coal Hopper
Ice House
Freight House
St.
To Elkhart
New York Central Railroad
Union Station Grounds
Pennsylvania Railroad
(NYC & NYC&StL)
St
Baggage
Englewood Union Station
Park
Interlocking Tower
CRI&P Office Bldg
CRI&P Freight House
Chicago Rock Island & Pacific Railroad
LaSalle
St
61st
62nd
St
63rd
Pennsylvania Railroad
Ave
Wentworth
Ave
Wentworth
64th
St
65th
St
Grove
Ave

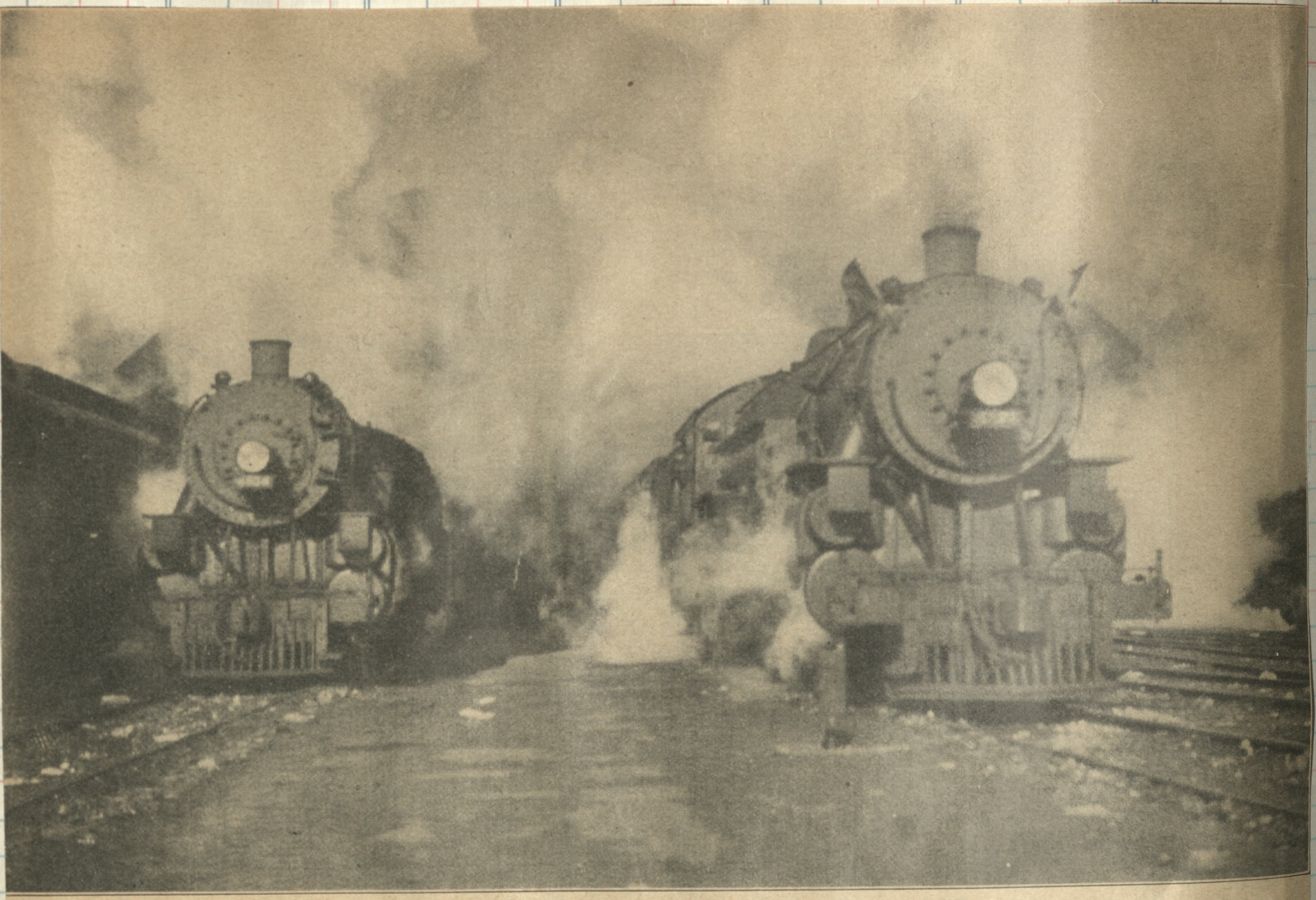
ENGLEWOOD



Another day and another five sections of #26

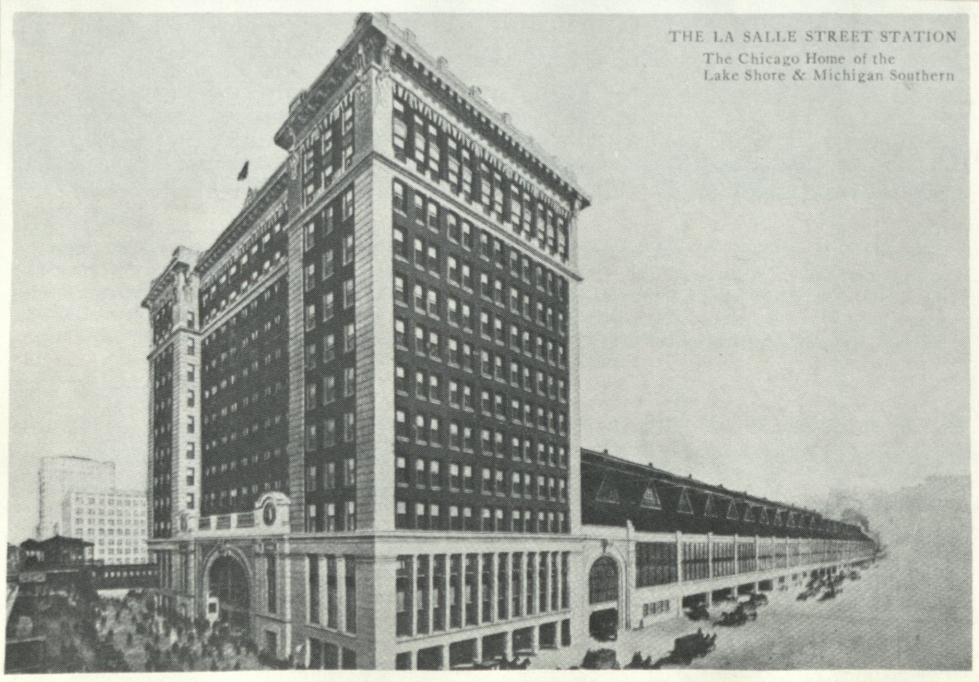


In the 'cavern' at LaSalle Street

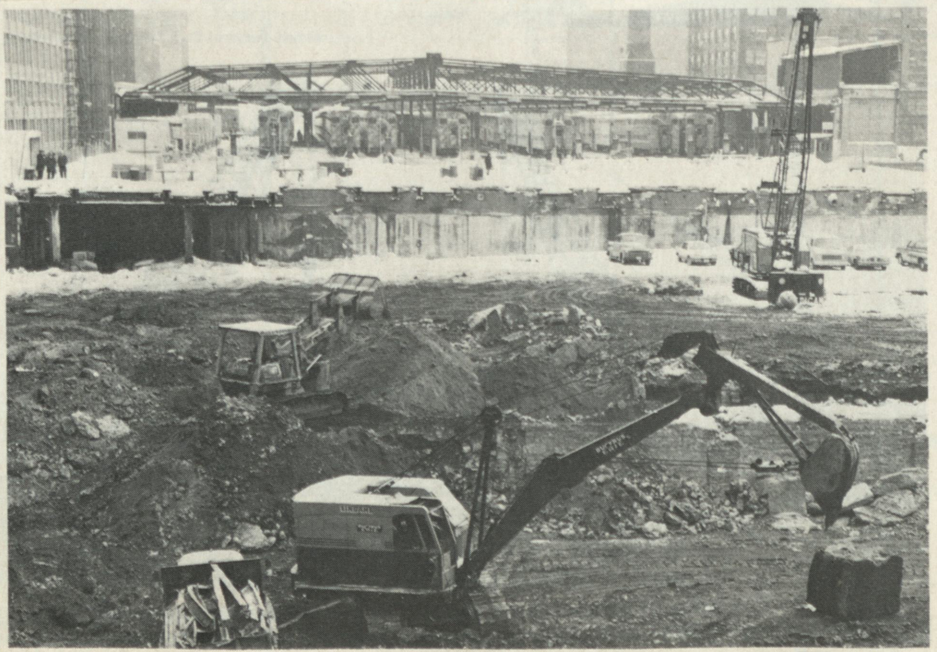


THIS PICTURE IS SHOWN AS RECEIVED IN NEW YORK FROM CHICAGO AFTER BEING SENT OVER THE TELEPHONE WIRES

It shows 1925 two sections of the Twentieth Century Limited leaving LaSalle Street Station in the Mid-Western metropolis at 12:45 P.M., Thursday, December 31. The picture was received in New York at 6:30 P.M., the same night, about 15 hours before the train arrived in New York.



THE LA SALLE STREET STATION
The Chicago Home of the
Lake Shore & Michigan Southern



William A. Raia

Here in the United
States this is what
we call PROGRESS!!(??)

BUMPER POSTS and RTA bilevels front a man-made canyon in Chicago February 12, 1982, at what was once La Salle Street Station. A wrecking ball, front-end loader, and power shovel clear remains of a terminal that once hosted *20th Century Limited, Golden State Limited, Nickel Plate Limited.*

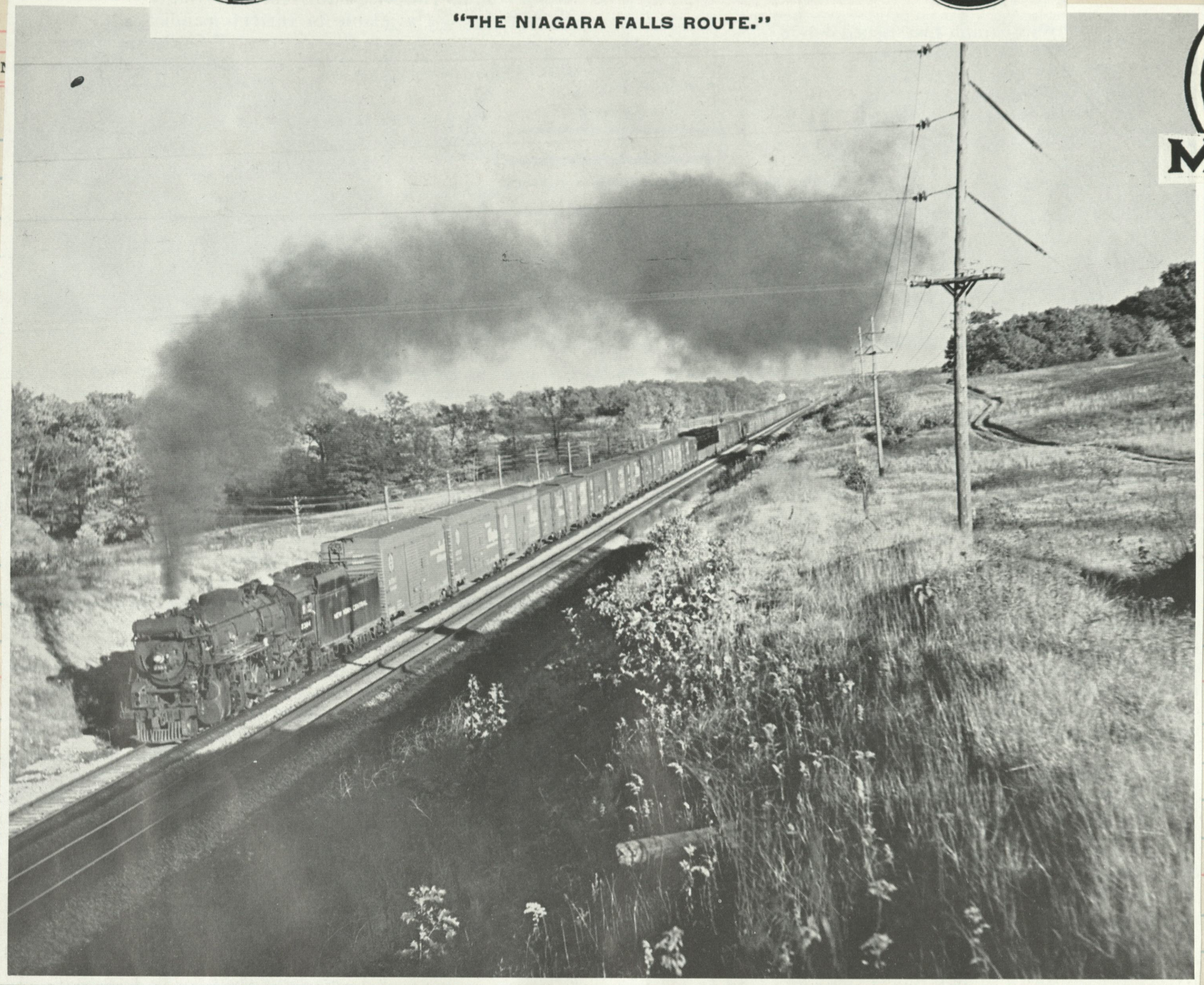
Finis
5/24/88

NEW YORK CENTRAL LINES **MICHIGAN CENTRAL** NEW YORK CENTRAL LINES

"THE NIAGARA FALLS ROUTE."

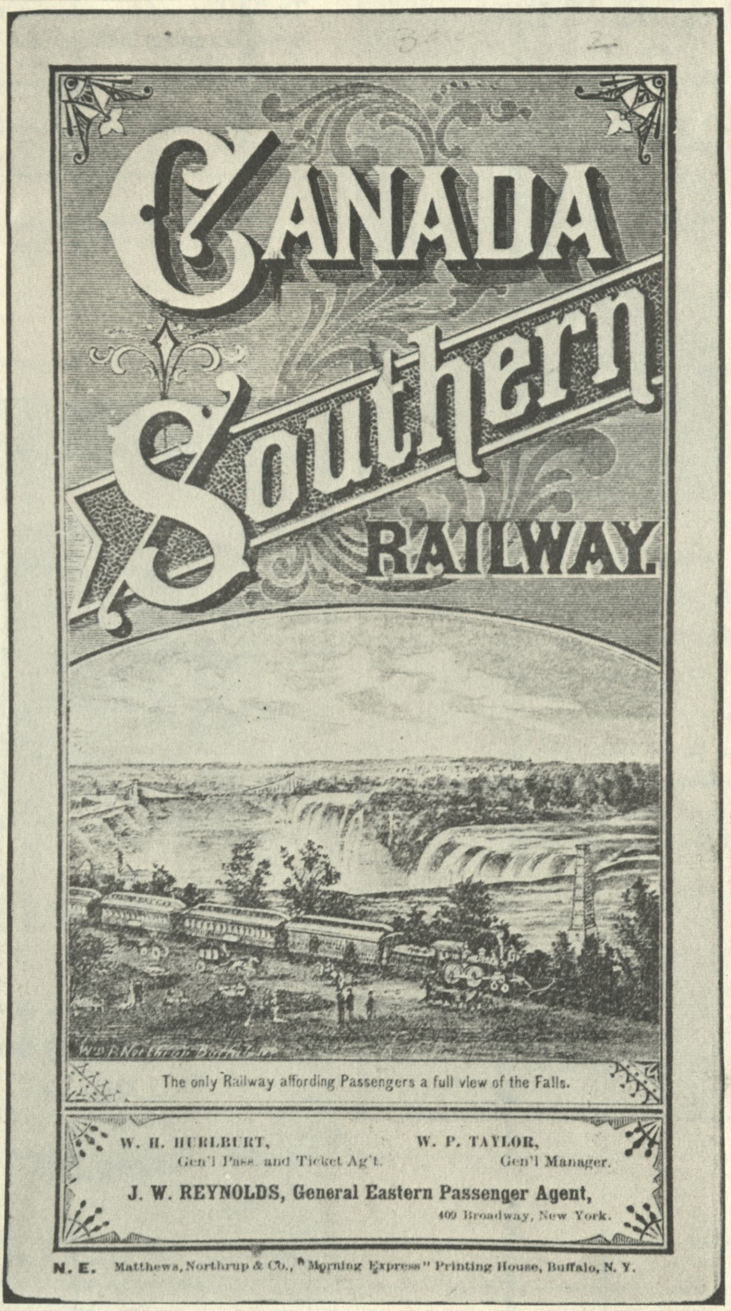
NYCS
A P A-46

NEW YORK CENTRAL
MICHIGAN CENTRAL



Super Mike H-10b 2384 has her tonnage up to track speed on the outskirts of Kalamazoo.

From This the Glory has Departed



CANADA Southern RAILWAY.

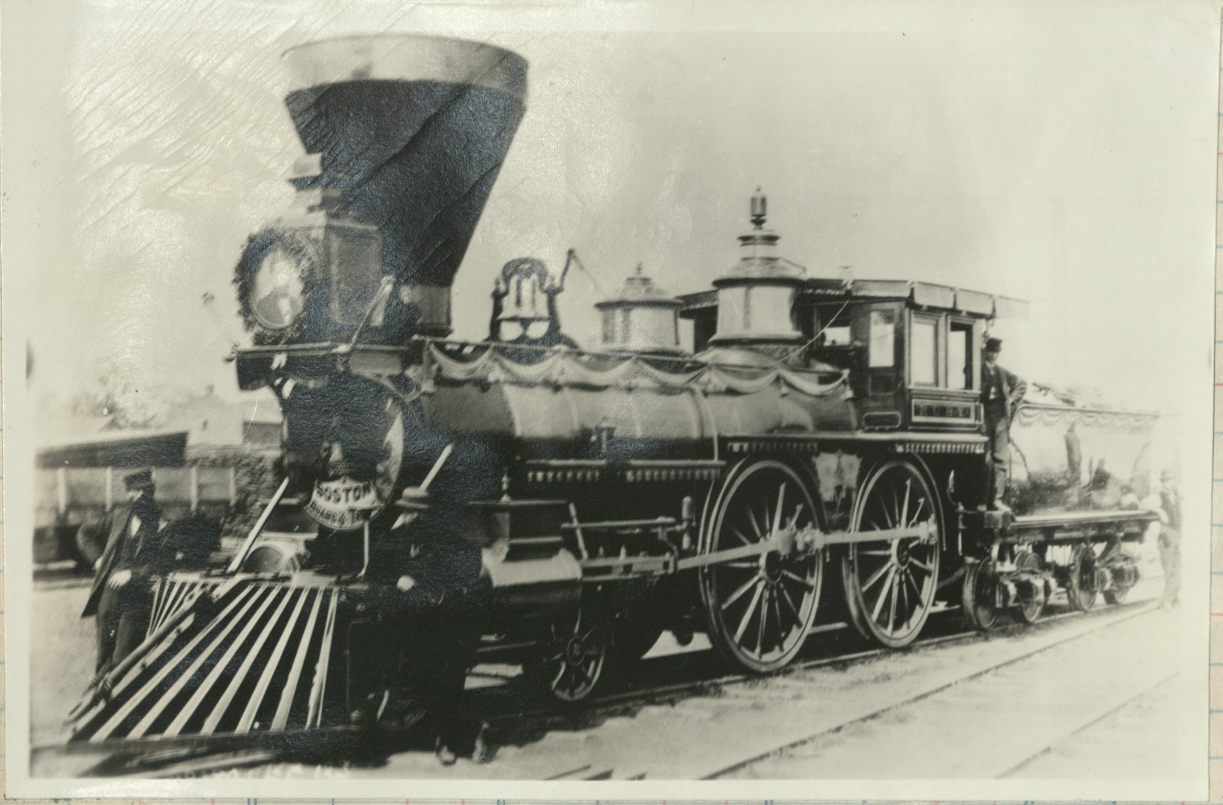
The only Railway affording Passengers a full view of the Falls.

W. H. HURLBURT,
Gen'l Pass. and Ticket Ag't.

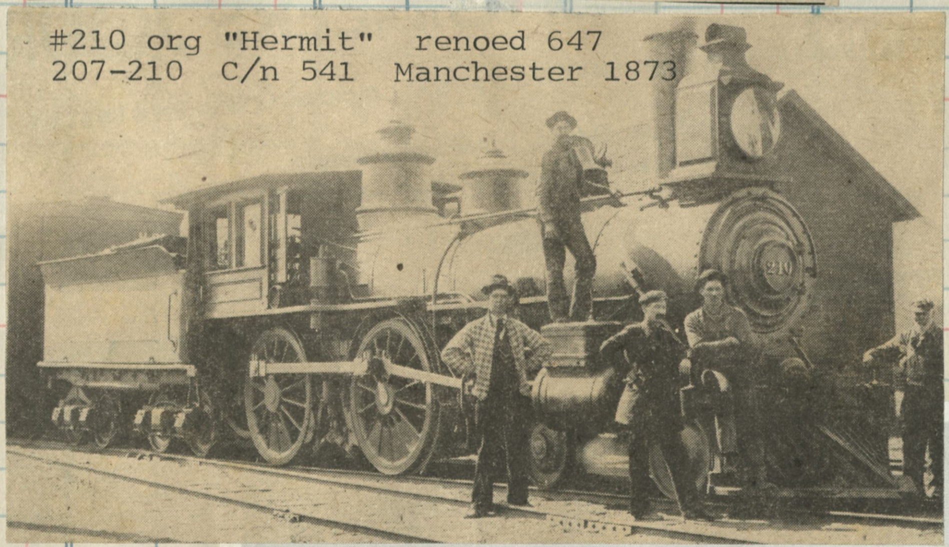
W. P. TAYLOR,
Gen'l Manager.

J. W. REYNOLDS, General Eastern Passenger Agent,
409 Broadway, New York.

N. E. Matthews, Northrup & Co., "Morning Express" Printing House, Buffalo, N. Y.

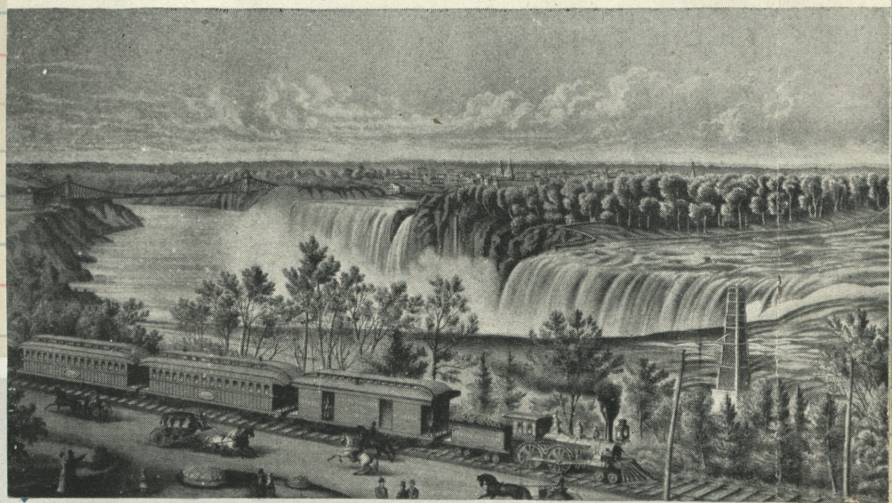


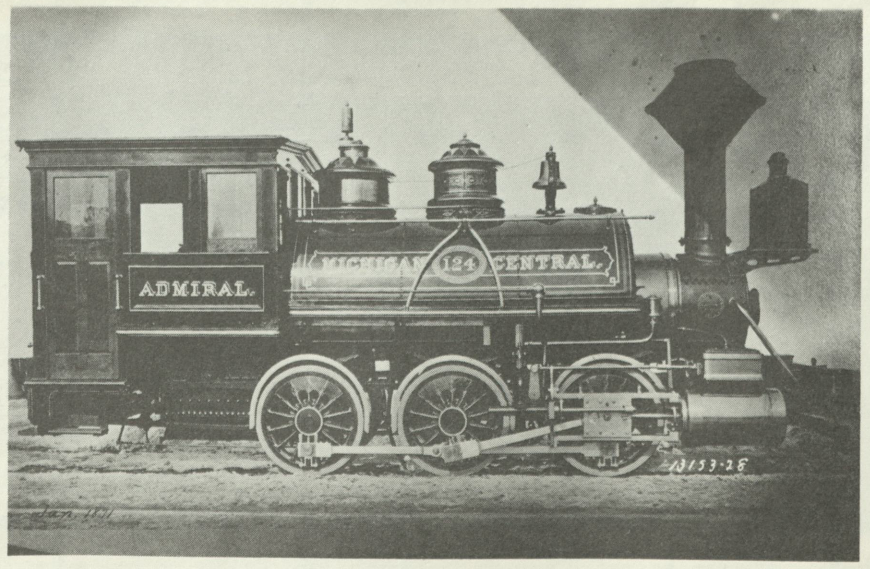
Engine No. 100, "Ruby," built in 1870 by the Manchester Locomotive Works. These engines were well built, dependable and fast with any tonnage within their capacity, and from the engineer's standpoint were comfortable and good riders. This class had cylinders 16 by 24 inches, with a 63-inch driver, and weighed 70,470 pounds. This engine hauled the Boston Board of Trade from Detroit to Chicago. The man leaning against the left-hand side of pilot beam is the father of William H. Kent, Fuel Inspector, N. Y. C. Lines, Detroit. At the right is Engineer George Roby. In the cab is Fireman Thomas McHale. Beside the tank are Jack Slyder and Frank Brown. These engines pulled special trains from Detroit to Chicago, with such personages as the then Prince of Wales, grandfather of the present Prince of Wales, Duke Alexis of Russia, Princess Eulalie of Spain and many others.



#210 org "Hermit" renoed 647
207-210 C/n 541 Manchester 1873

Niagara in Early Railroad Days—Train of the Canada Southern, now New York Central System,-Michigan Central Route, at Falls View Station

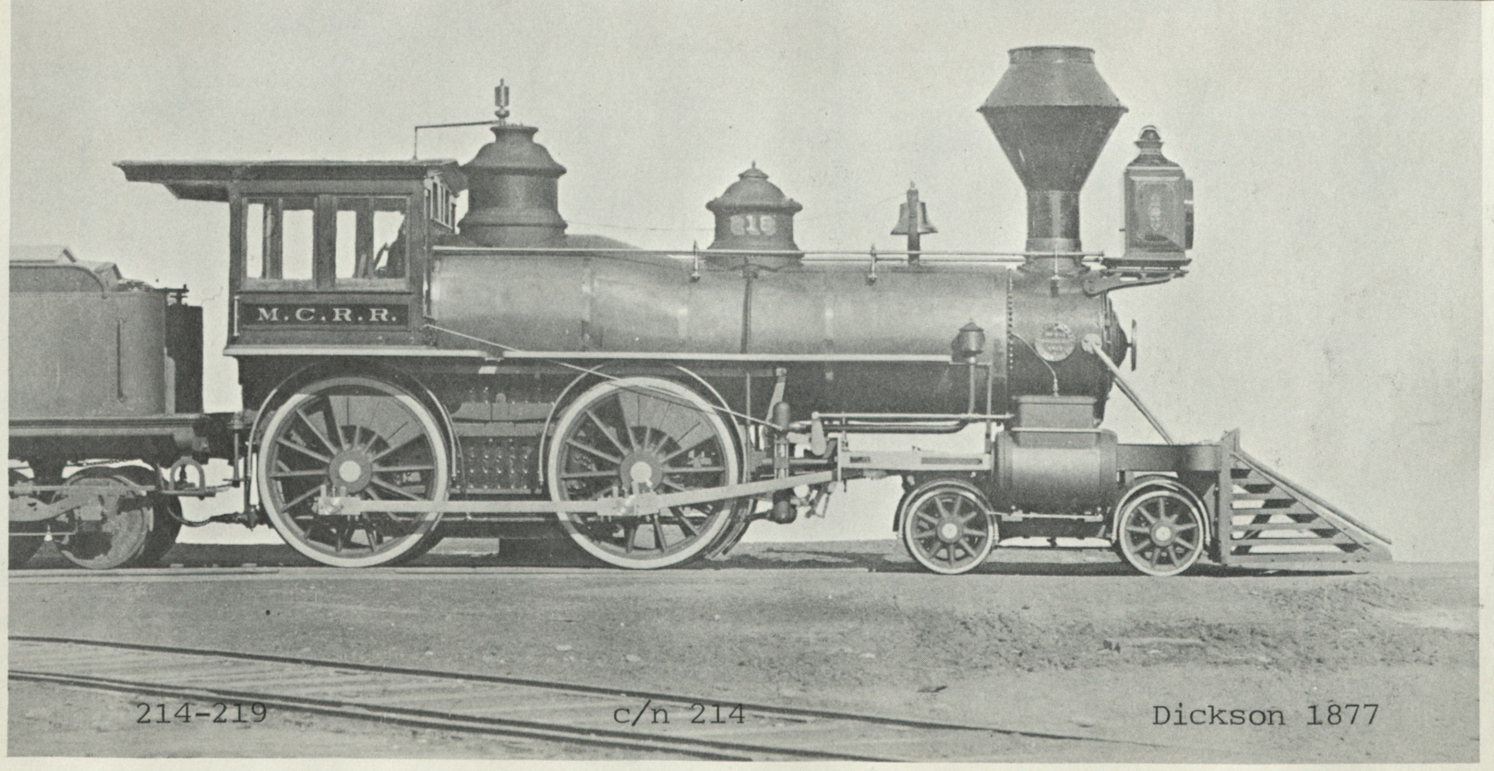




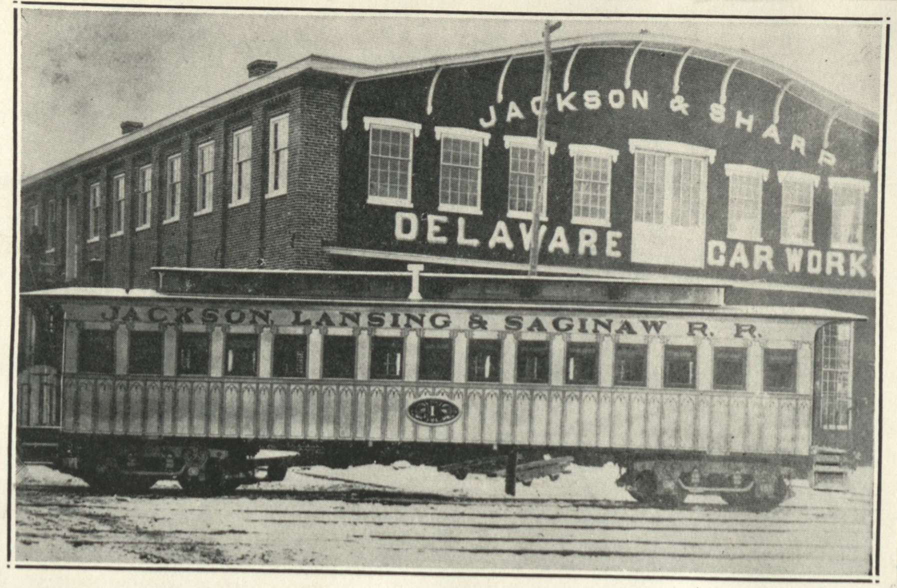
Baldwin 1871 c/n 2353
renoed 2nd #3, 8650

6

Michigan Central #124, 1871, 0-6-0T type.

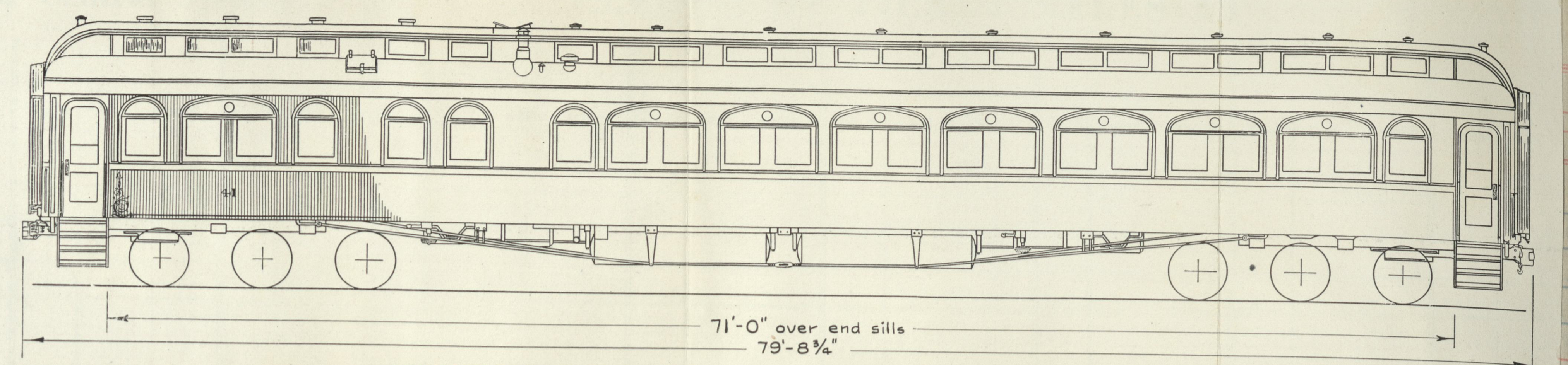


214-219 c/n 214 Dickson 1877


JACKSON & SHARP
DELAWARE CAR WORKS
JACKSON LANSING & SAGINAW R. R.

Courtesy of American Car & Foundry Co.

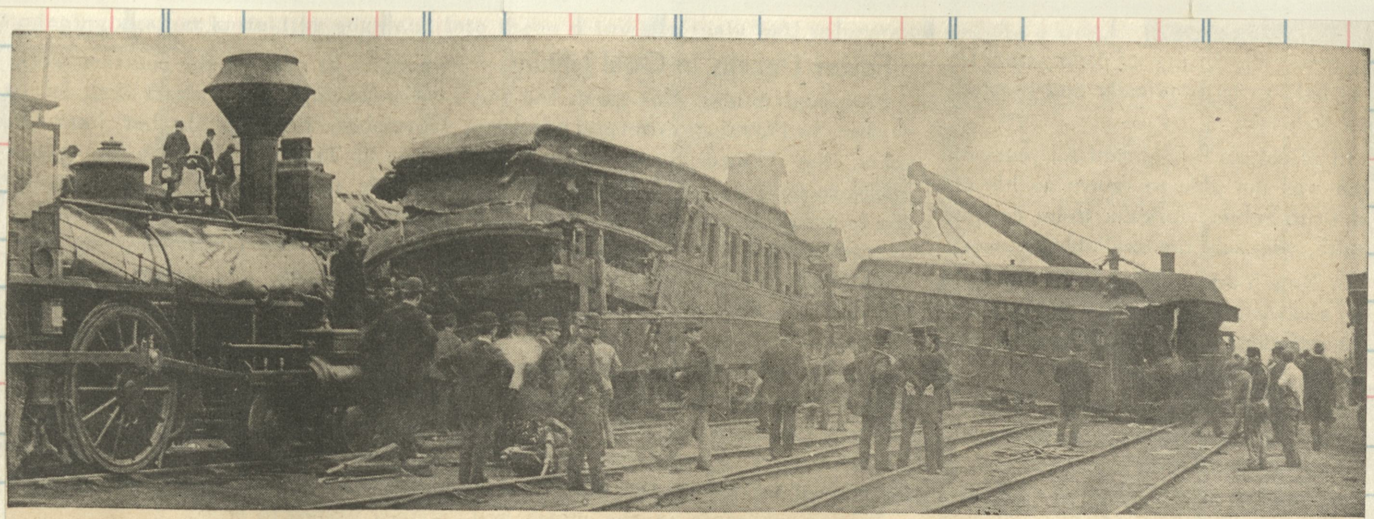
Built by Jackson & Sharp—1865.


71'-0" over end sills
79'-8¾"

MICHIGAN CENTRAL CLUB AND PARLOR CAR OF ABOUT 1900. (⅛" scale.)

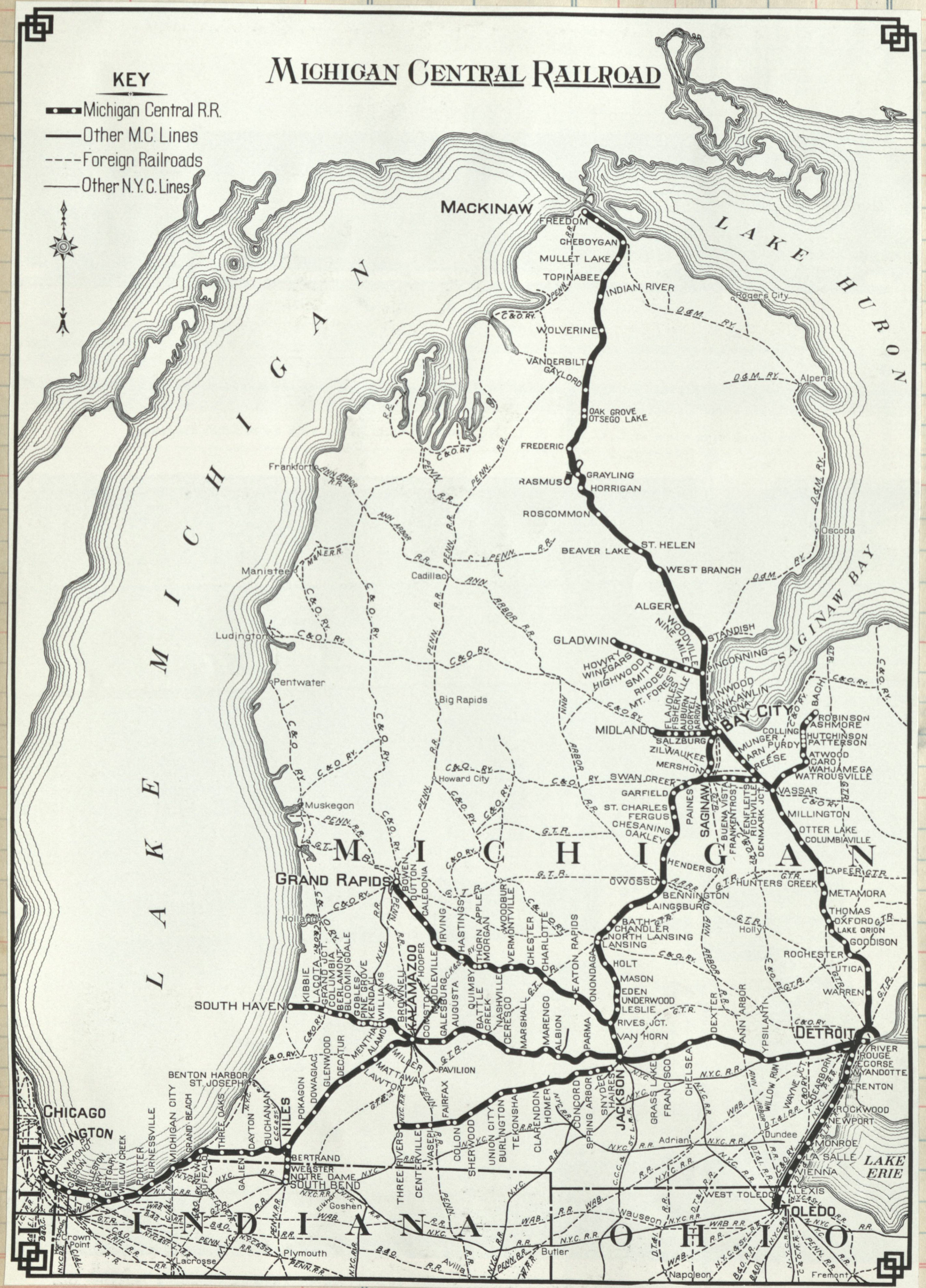
The Model Railroader Cy

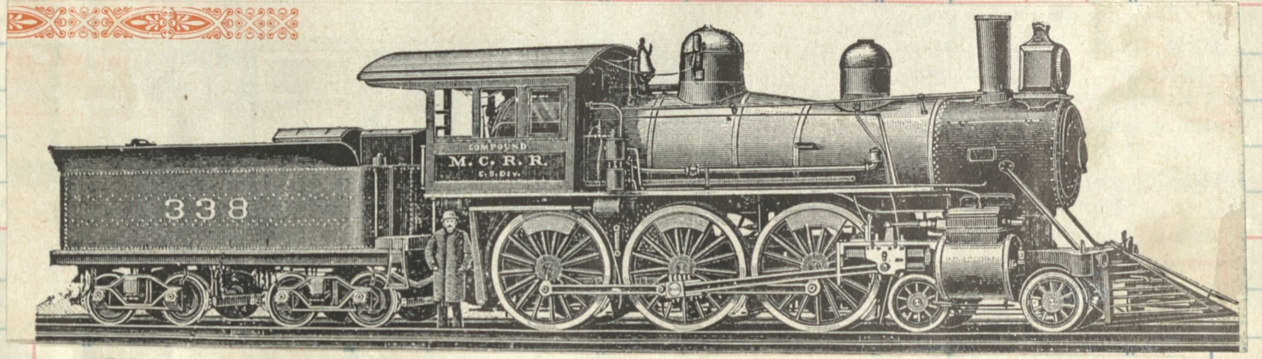
Amount



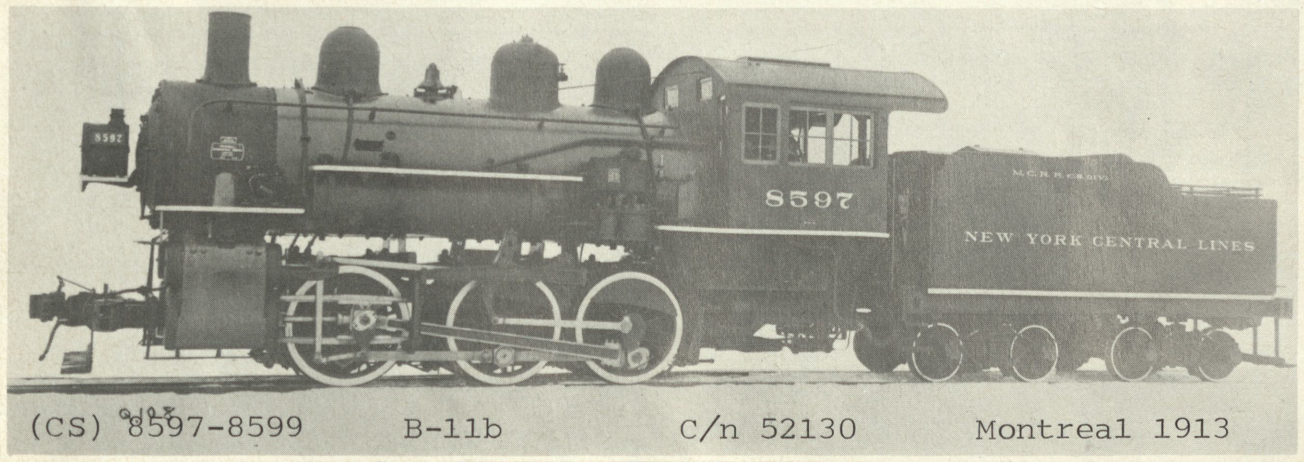
CLEARING UP A BAD WRECK

The crane can be seen in the picture raised over one of the cars smashed in a wreck on the M C ~~New York Central~~ at Jackson, Mich. October 13, 1893. Locomotive at left is 89. Tender at right is 131.

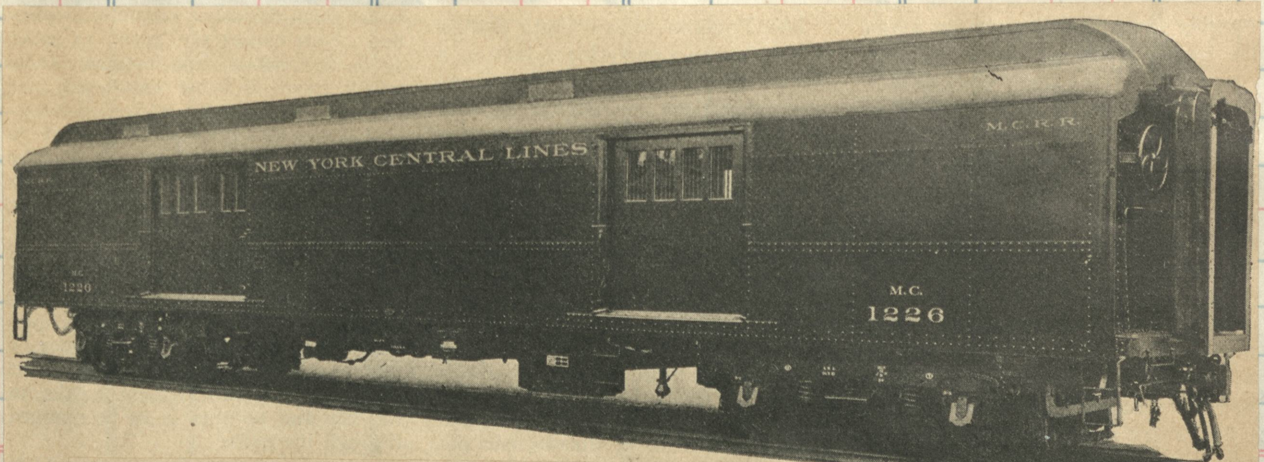

MICHIGAN CENTRAL RAILROAD
KEY
Michigan Central R.R.
Other M.C. Lines
Foreign Railroads
Other N.Y.C. Lines
MACKINAW
LAKE HURON
LAKE MICHIGAN
SAGINAW BAY
MICHIGAN
GRAND RAPIDS
BAY CITY
SAGINAW
DETROIT
JACKSON
KALAMAZOO
SOUTH HAVEN
CHICAGO
KENSINGTON
NILES
TOLEDO
LAKE ERIE
INDIANA
OHIO



338 (cmpd) F-81j c/n 3258 Schenectady 1890


8597
NEW YORK CENTRAL LINES

(CS) 9103 8597-8599 B-11b C/n 52130 Montreal 1913

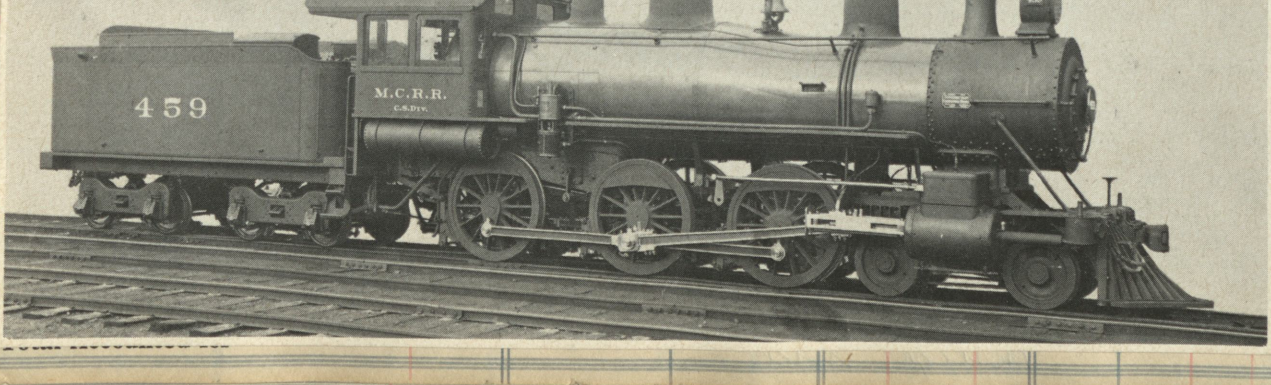

NEW YORK CENTRAL LINES
M.C.R.R.
M.C.
1226

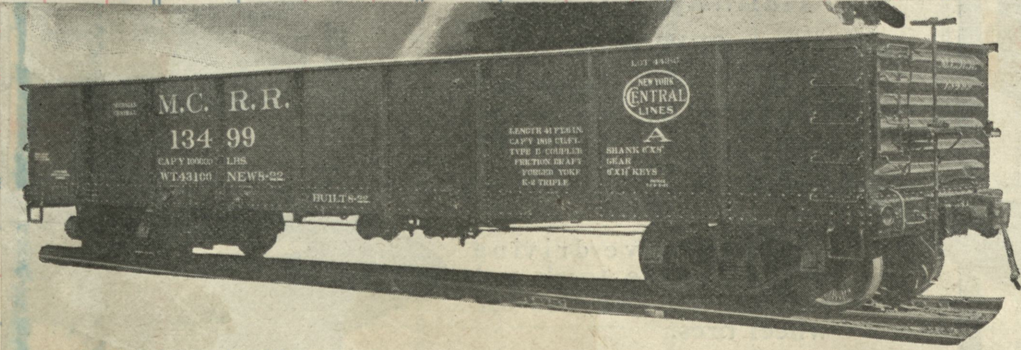
[MC 1221-1240 blt 1925]

One of eighty new baggage cars built for New York Central Lines by American Car and Foundry Company

457-460 F-82b c/n 5656 Schenectady 1900

reno 8158




M.C. R.R.
134 99
NEW YORK CENTRAL LINES

One of an order of 50-ton gondolas, built for The Michigan Central Railway Company

1922

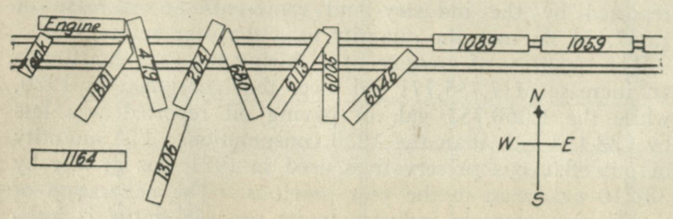
13000-14048

Michigan Central Express Wrecked by Removal of Track Spikes

1922

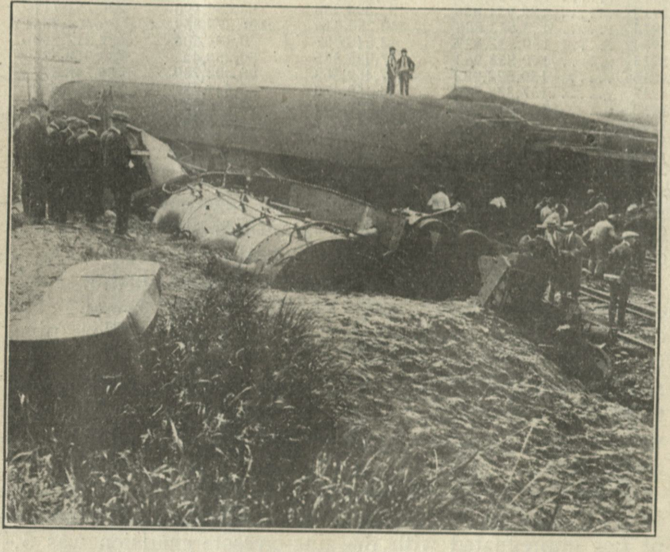
Michigan Central westbound train No. 39, a New York-Chicago express due to arrive at Chicago at 9:45 p. m. Saturday, August 19, consisting of 22 express cars and a coach, was derailed and wrecked 1¼ miles east of Gary, Ind., at 2:18 a. m. Sunday, August 20. The accident was caused by some unknown person or persons maliciously pulling 27 or more spikes from the outside of the south rail on the westbound main track. The engineman and fireman were buried under the engine and killed and two express messengers were injured.

The train was running approximately 45 miles an hour at the time of the accident, and when it left the rails about 395 ft. of track was torn up and the locomotive half buried itself in the sand. After the engine turned over, the first car went nearly 200 ft. beyond it before going into the ditch. Four additional cars were derailed. The line, which is double track, passes through the sand dunes of Indiana and is tangent within the range of vision from the point of the accident.



Approximate Location of Engine and First Eleven Cars

Soon after the accident, James H. Connelly acting captain of police of Gary and P. E. Pfeifer division superintendent of the Michigan Central, in investigating the cause of the accident, found that at least 27 spikes had been removed from the ties, the track being so badly torn up that it was impossible to determine how many more had been taken out.



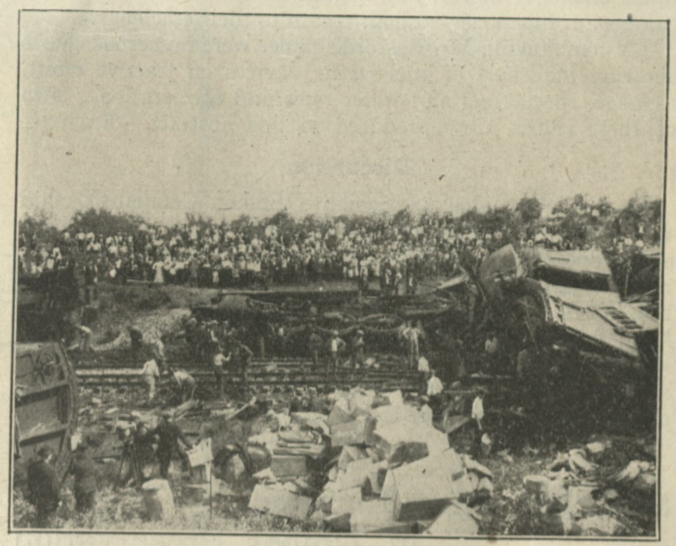
Internationel Newsreel Photo

View from the South East

The marks of the claw bar were plainly visible on the spikes and its impression on the ties was very clearly indicated. The first two cars which remained upright (the trucks only being derailed), stood at the point where the spikes had first been removed, and three ties were found to have spikes in them, although from their appearance, attempts had been made to remove them, as they were raised slightly.

The last passenger train westbound prior to the accident was No. 23 from Buffalo, N. Y., which was due at Gary at 8:00 p. m. Saturday. Westbound freight extra 7878 passed Garry at 12:38 a. m. No. 45, another passenger train from Buffalo, was due at Gary at 5:22 a. m. while No. 47, a train from Grand Rapids Mich., was due at 6:10 a. m. From the fact that extra 7878 passed the point of the accident at 12:38 a. m. and the accident occurred at 2:18 a. m., it appears that the spikes were removed some time during the one hour and forty minutes intervening between the time the extra left Gary and the time No. 39 arrived. From the investigation it appeared that after the spikes were removed the rail had been thrown out slightly to spread the gage.

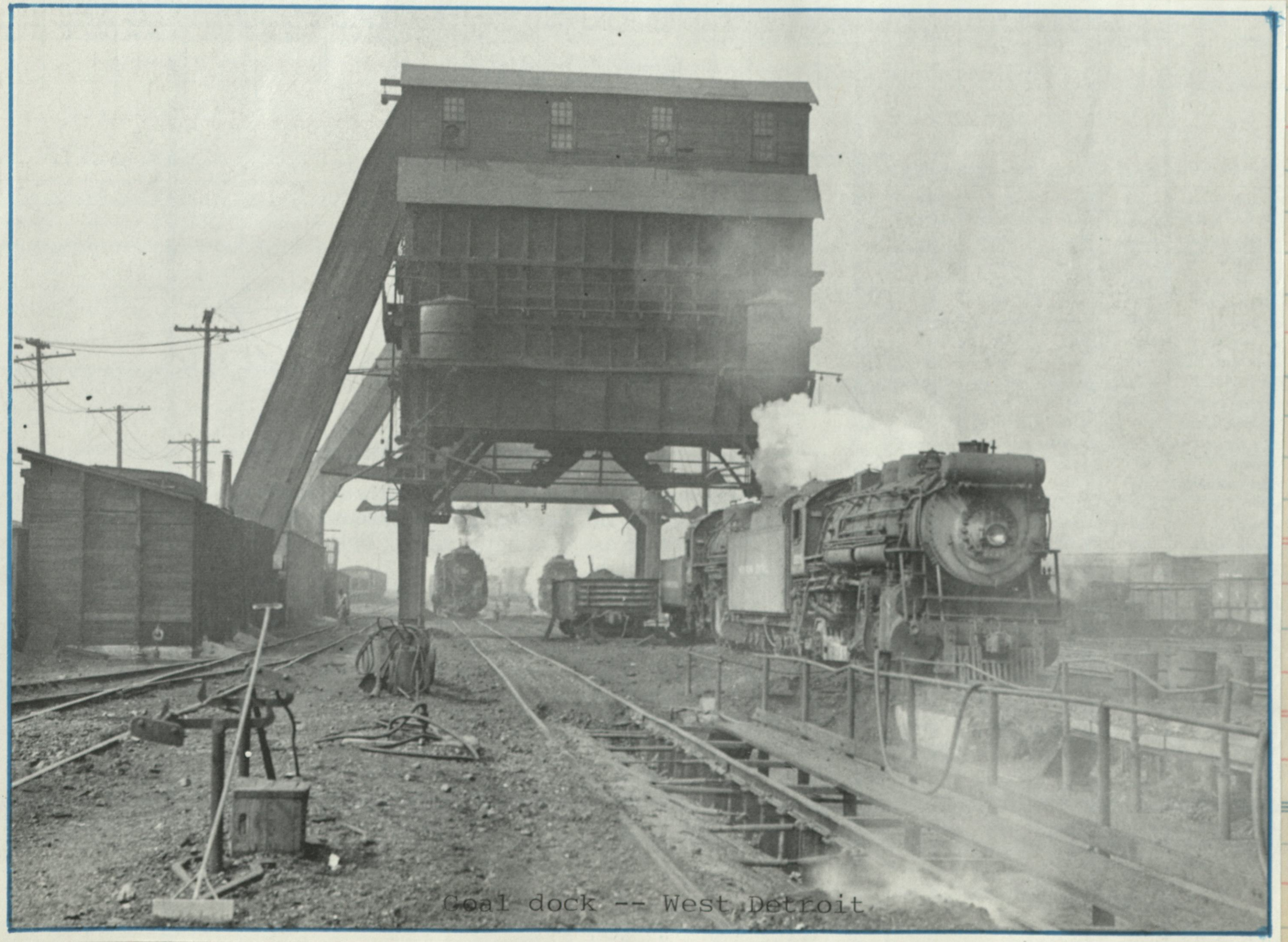
At the inquest, which was held at Gary on August 21, the coroner stated that the wreck was the result of a deliberate plot, recording the deaths of the engineman and fireman as homicide. The verdict of the coroner's jury was that "The wreck was deliberately planned by a person or persons unknown and therefore the deaths were homicide." This verdict was reached after several witnesses had testified that a number of spikes had been pulled from the outside of the rail, which resulted in their spreading as the express train passed. The coroner's investigation developed the fact that no engine trouble had been experienced although such reports had been circulated.



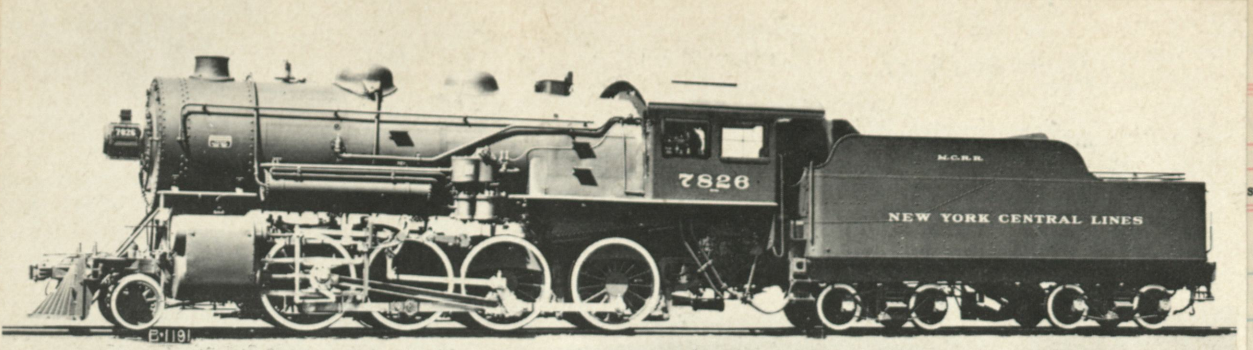
"P. & A. Photo"

Overturned Engine; the Tender Has Been Removed

J. P. Rooney, head of the bureau of investigation of the Department of Justice in Chicago, acting under instructions from Attorney General Daugherty at Washington, began a federal investigation of the causes of the wreck. In addition, Indiana state officials, railroad officers and other agencies are carrying on investigations. Operatives of states attorney Crowe of Illinois, raided the offices of William Z. Foster of the Trades Union Educational League after the accident to determine whether he was implicated directly or indirectly with the accident as he has been reported as being active in disseminating "red" propaganda among striking railway workers. However, the states attorney dropped his investigation after he learned that W. Z. Foster had been under such close surveillance by government agents during the rail strike and that it was almost impossible for him to have had any direct part in this occurrence.

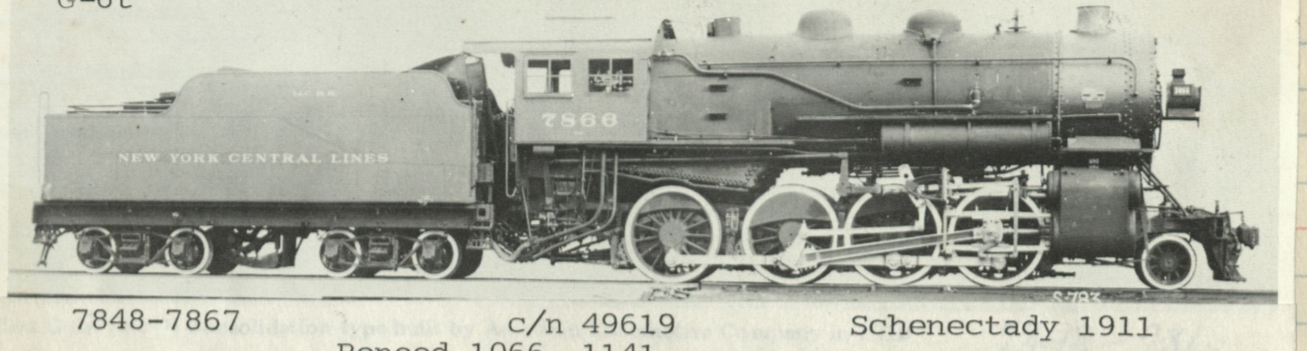


Coal dock -- West Detroit



7810-7827 G-6j c/n 46232 Brooks 1909

G-6t

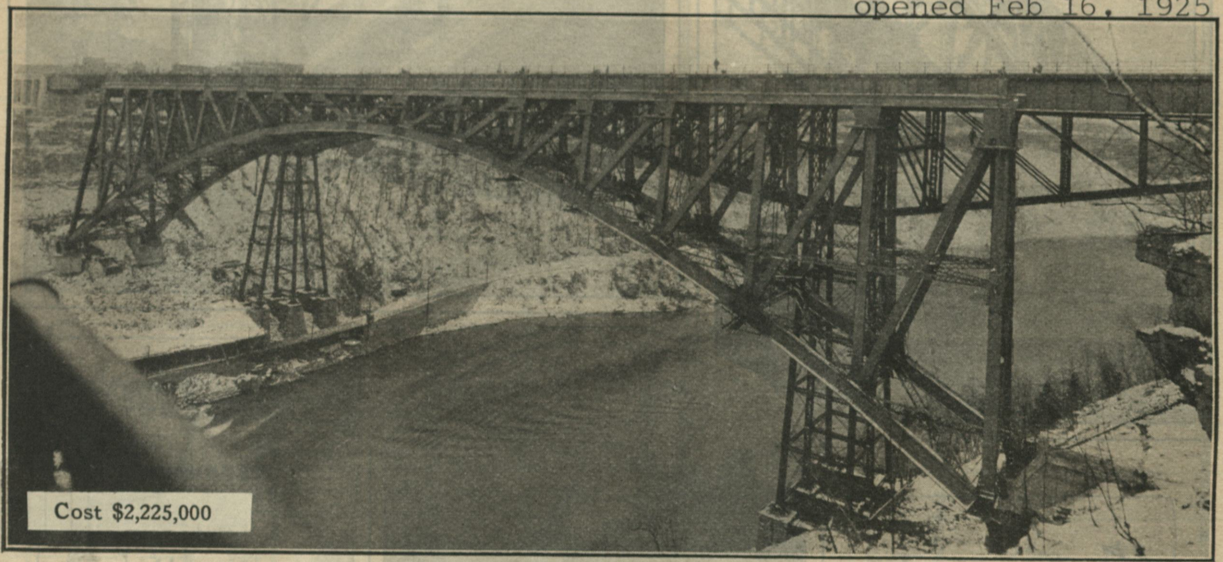


7848-7867 c/n 49619 Schenectady 1911
Renoed 1066, 1141

Tractive Force	45, 700 lbs.	Total Engine Weight	242,000 lbs.
Cylinders	23 x 32"	Grate Area	56.5 sq. ft.
Driver Diameter	63"	Steam Pressure	200 lbs.

Fifth Structure to Span Historic Crossing is Completed in 20 Months

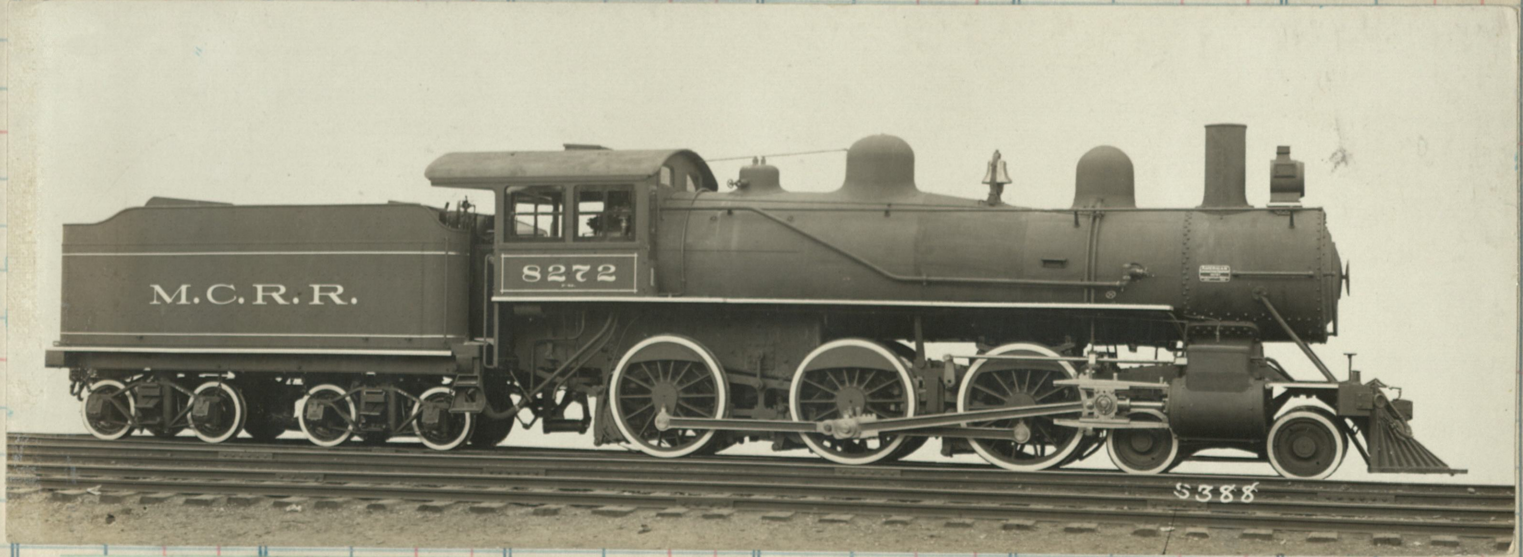
opened Feb 16, 1925



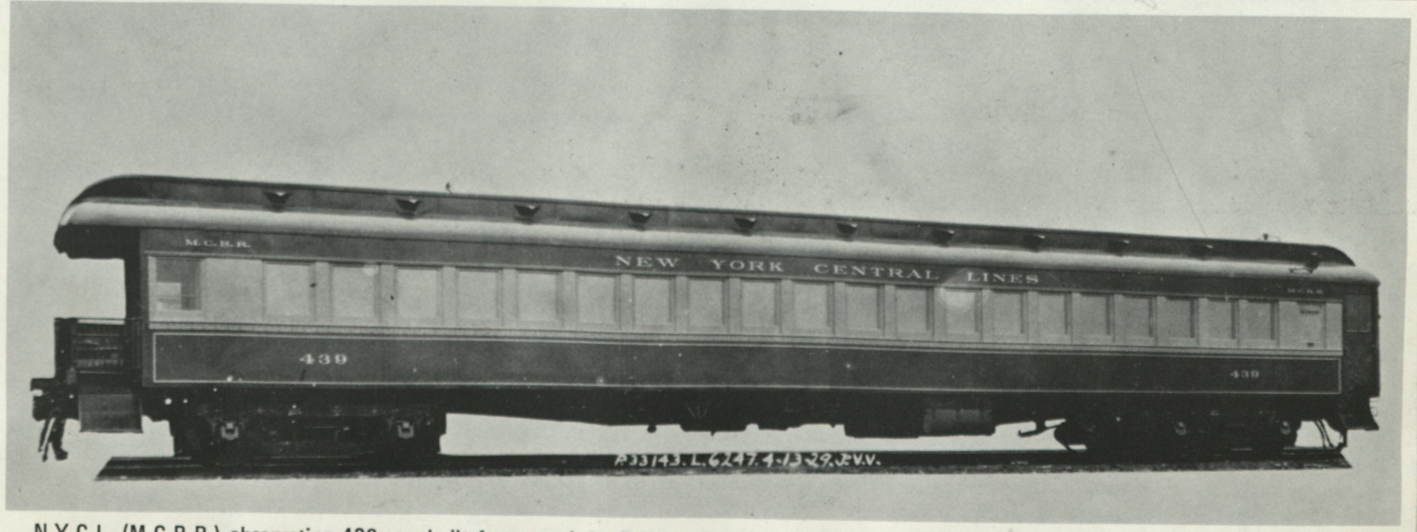
Cost $2,225,000

NEW MICHIGAN CENTRAL BRIDGE, VIEWED FROM CANADIAN SIDE.

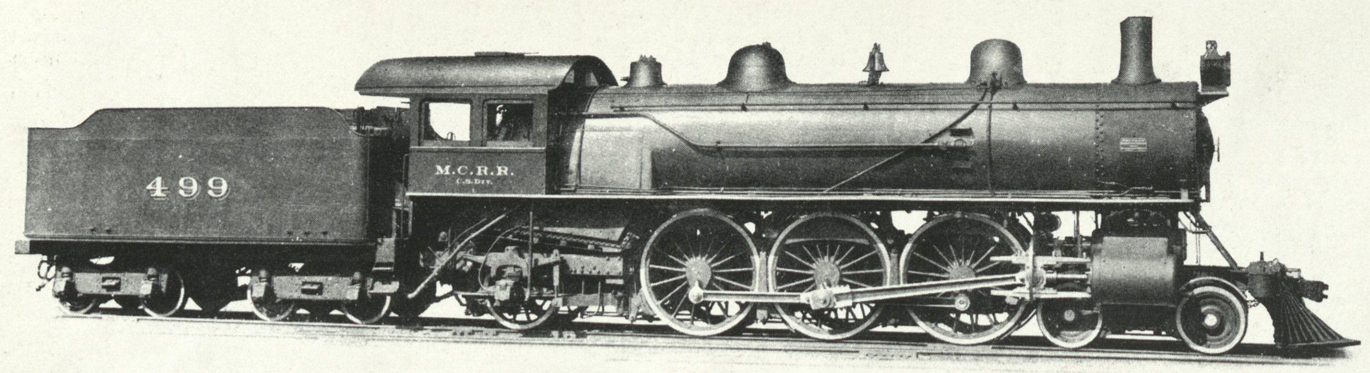
General view of new railroad bridge across the Niagara River. Just behind it may be seen the steelwork that supports the old bridge, which will be removed.



8266-8282 F-82c c/n 30767 Schenectady 1905



N.Y.C.L. (M.C.R.R.) observation 439 as rebuilt from coach by Pullman in 1929. This car was converted back to a standard coach by Beech Grove (Indiana) Shops in 1942. Paint scheme on car appears to be "brown and fawn" as mentioned in text. George E. Votava Collection

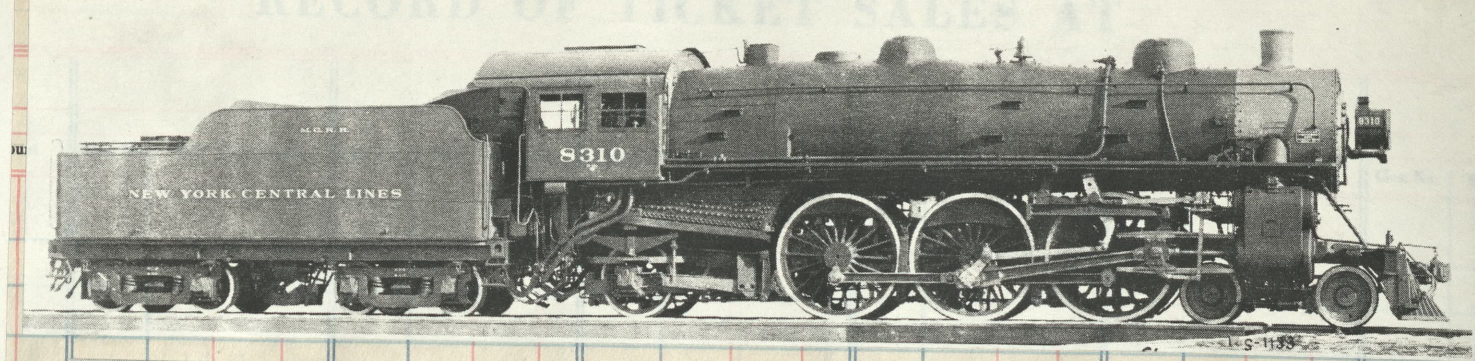


C.S. 498-499 K-80 c/n 29437 Schenectady 1904

PACIFIC TYPE PASSENGER LOCOMOTIVE

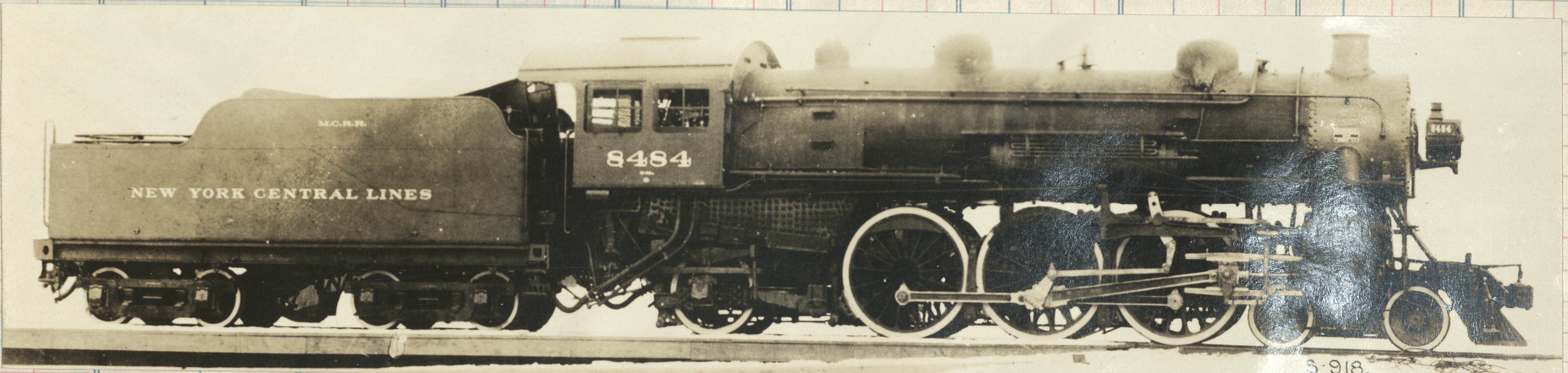
Built for the Michigan Central Railroad

renoed 8411

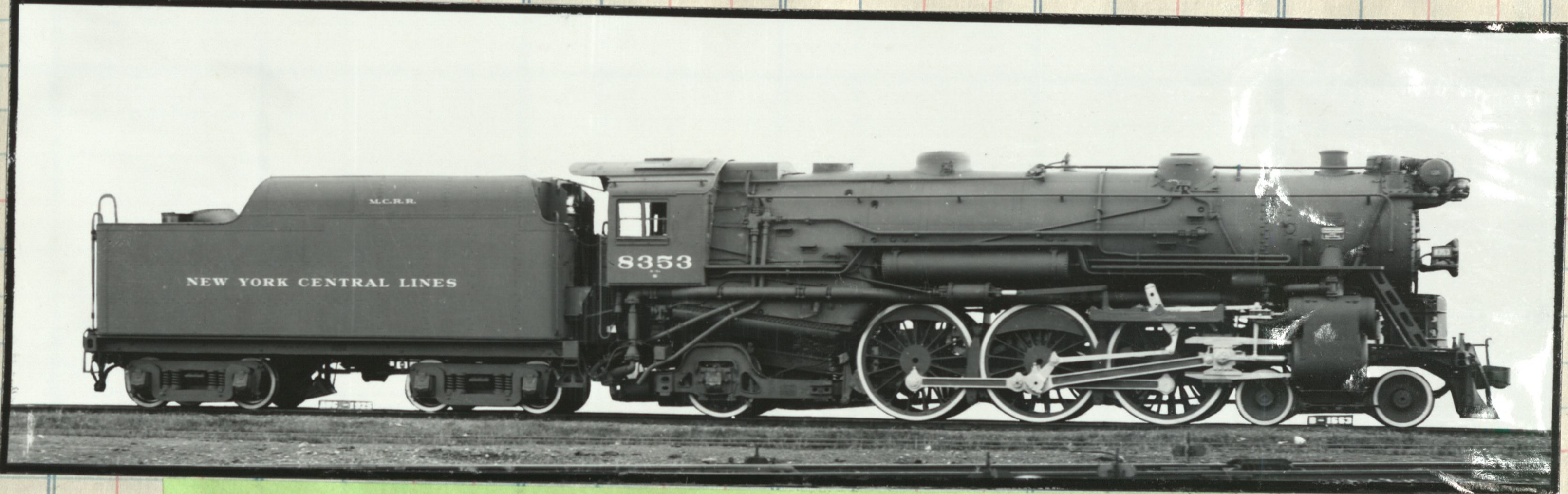

NEW YORK CENTRAL LINES
8310
S-1133

8310-8314 K-3h c/n 55622 Schenectady 1916
Renoed 4640-4644

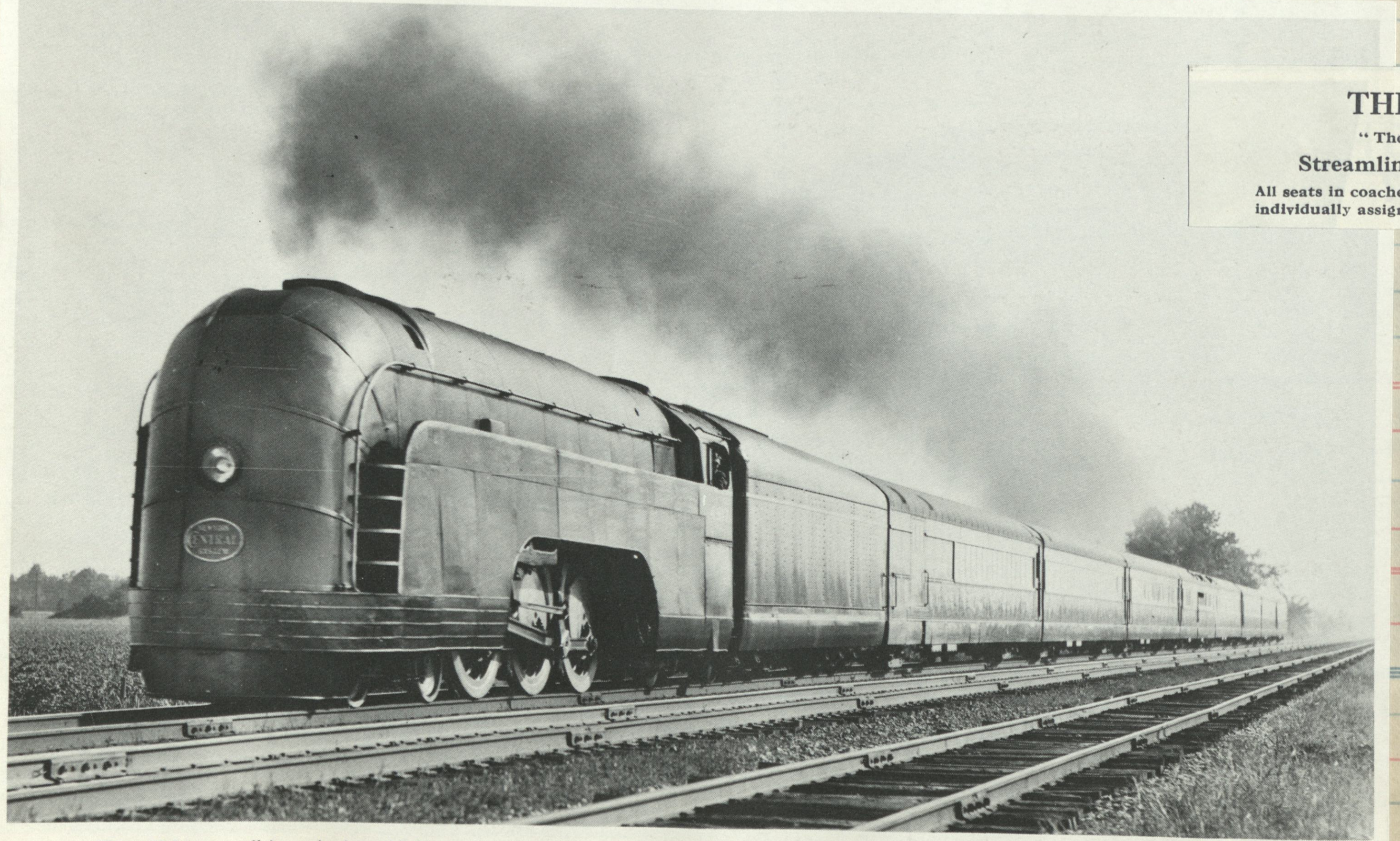
8482-8491 K-80r c/n 52135 Schenectady 1912


M.C.R.R.
NEW YORK CENTRAL LINES
8484
S-918.

8350-8354
K-5a
c/n 66095
Brooks 1925
renoed
6526-6530
4926-4930


NEW YORK CENTRAL LINES
8353

The culmination of the Central's Pacific type



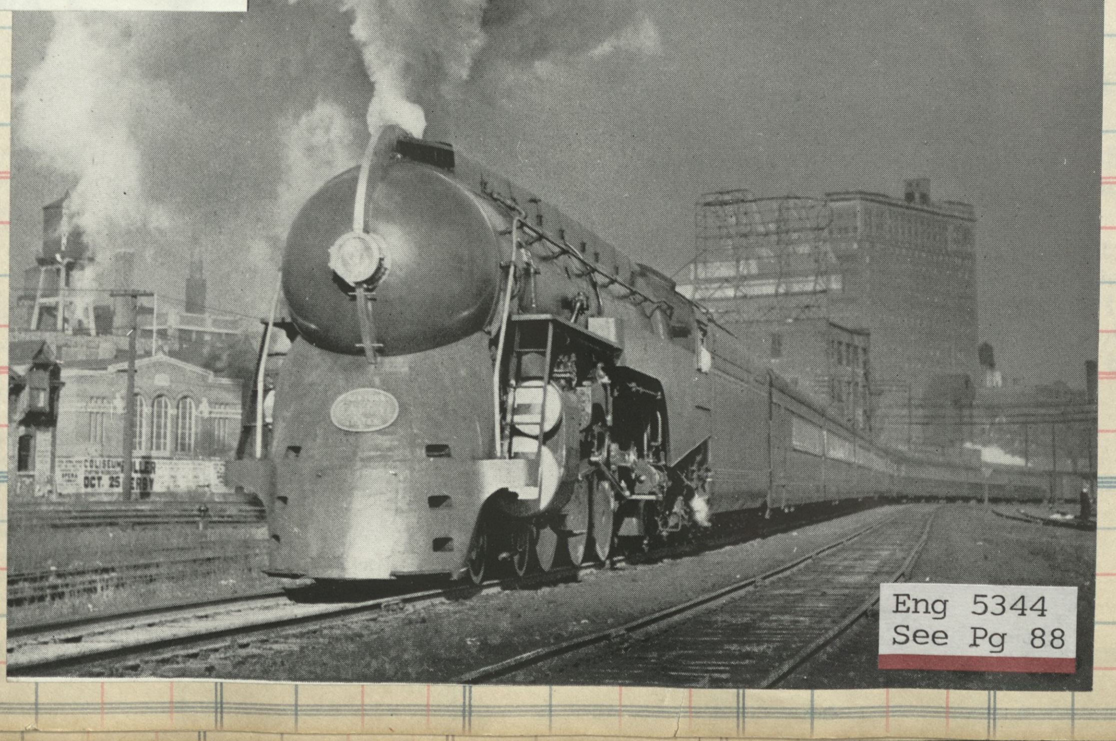
The "Mercury" headed by K-5b 4-6-2 4917 roars through open country near Cleveland, Ohio in May, 1937.

THE MERCURY

"The Train of Tomorrow"

Streamlined ——Air-conditioned

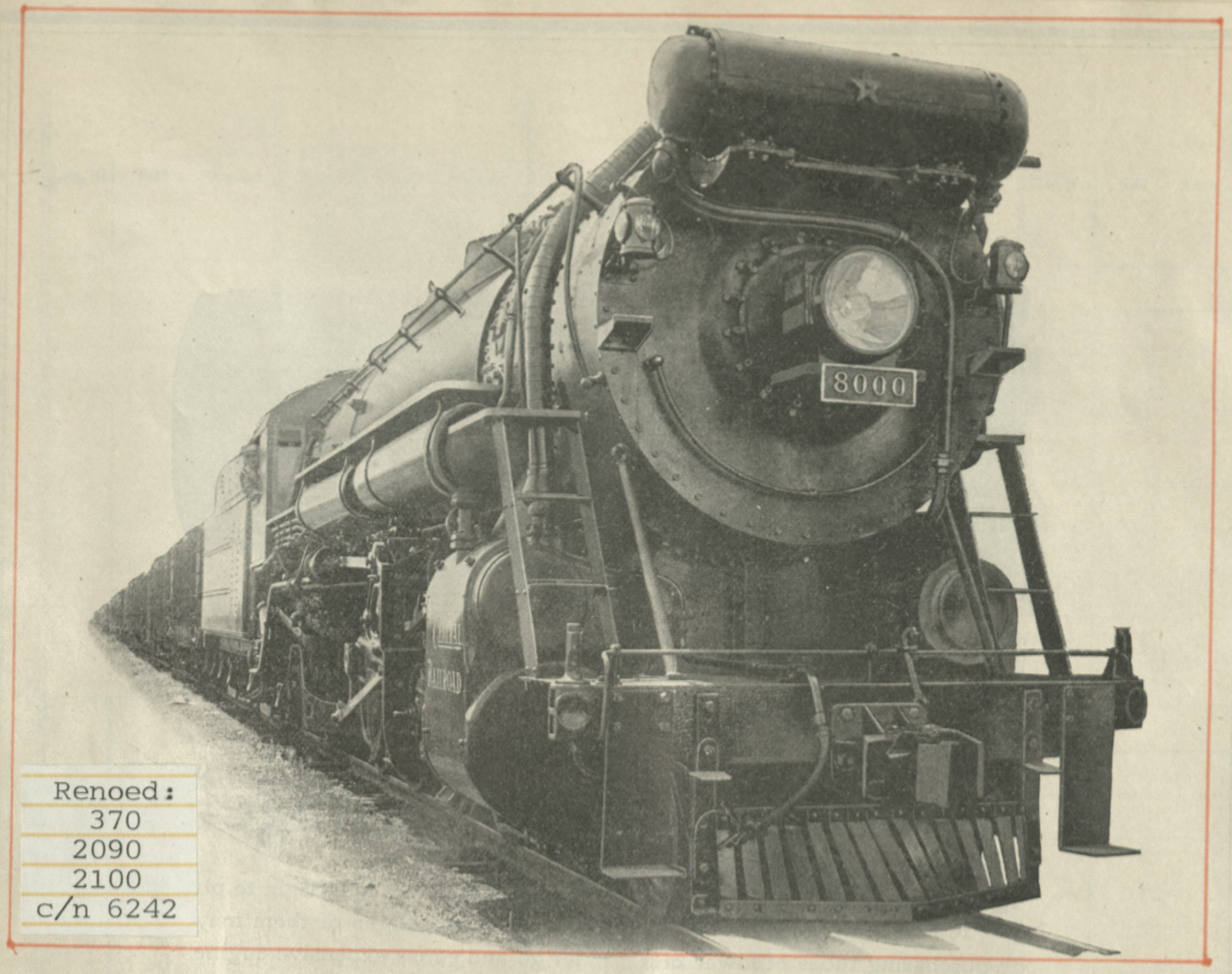
All seats in coaches as well as parlor cars are reserved; individually assigned in advance and sold by number.



The Mercury, New York Central's streamliner between Cleveland, Detroit, and Chicago, leaving Detroit behind [illegible] streamlined 4-6-4. Photo by H. W. Pontin Railroad Photographs.

Eng 5344
See Pg 88

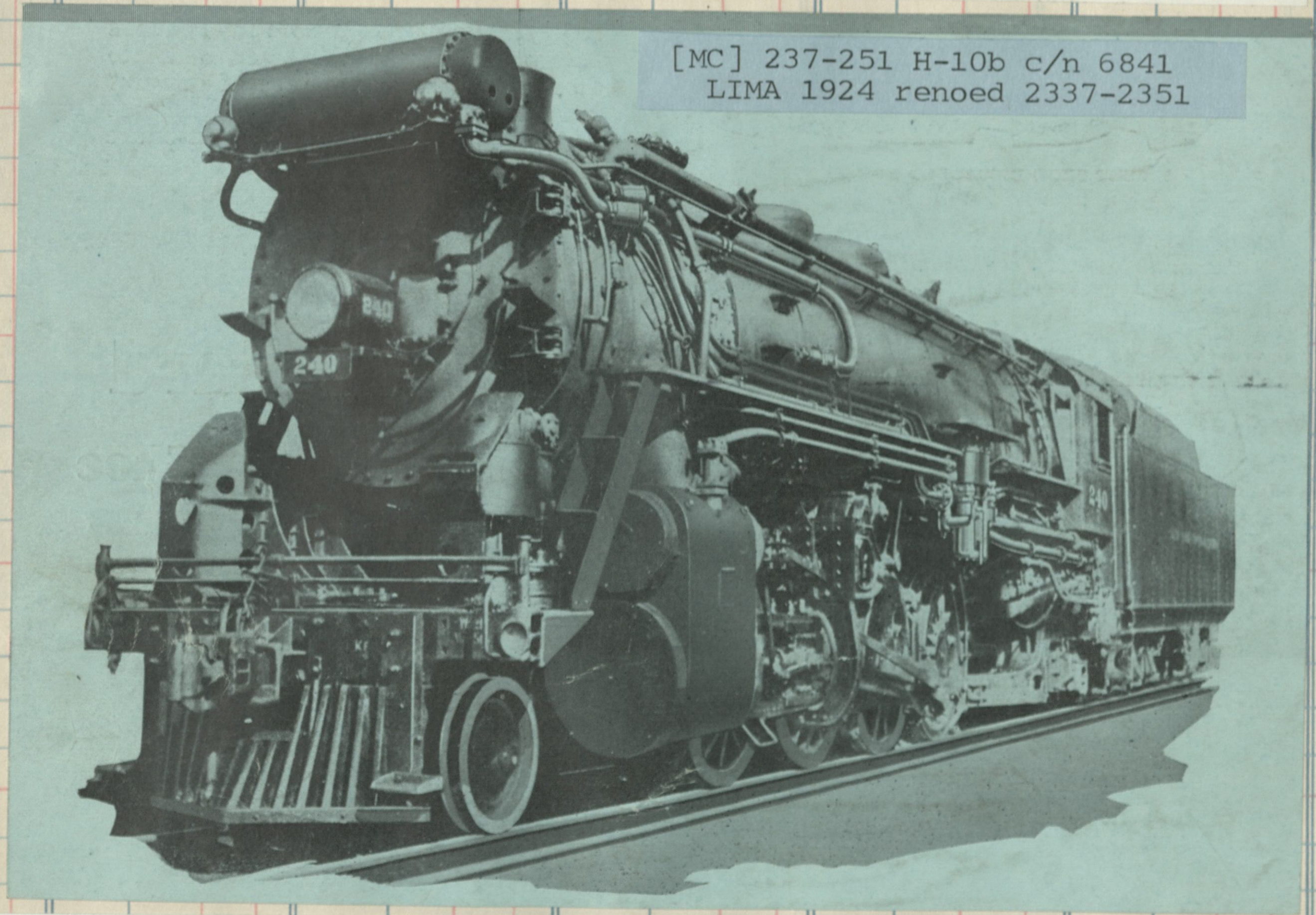
Clos. No. Sold Amo



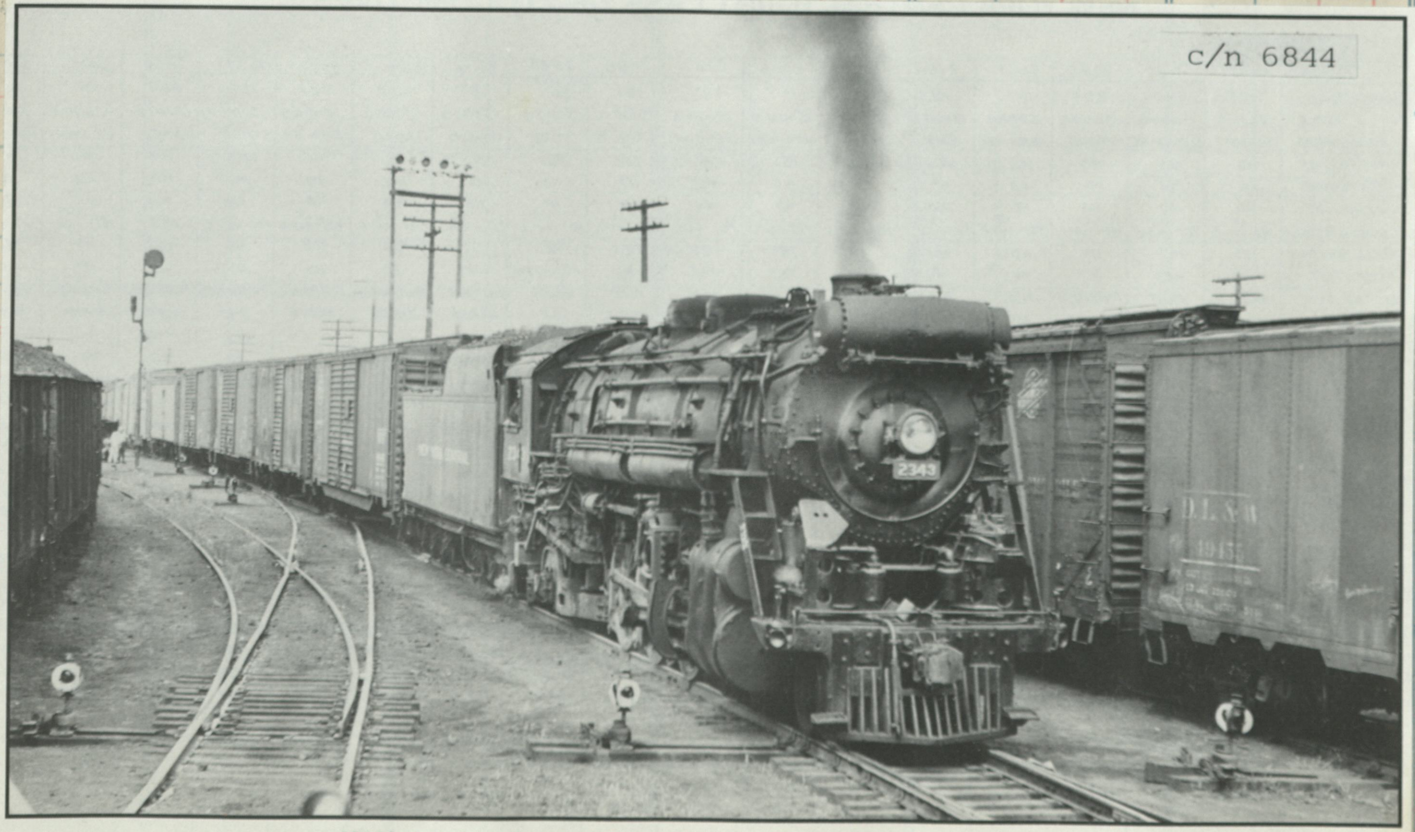
Renoed:
370
2090
2100
c/n 6242

Fig. 53—Mikado (2-8-2) Locomotive for Freight Service. Equipped with Booster. Built for the New York Central Lines by the Lima Locomotive Works.

Gage	4 ft. x 8½ in.	Tubes, Length	20 ft. 0 in.
Cylinder	28 in. x 30 in.	Heating Surface, Tubes	4,287 sq. ft.
Steam Pressure	200 lbs.	Heating Surface, Firebox	223 sq. ft.
Diam. of Drivers	63 in.	Heating Surface, Superheater	1,215 sq. ft.
Tractive Effort with Booster	74,500 lbs.	Weight on Drivers	245,500 lbs.
Rigid Wheel Base	16 ft. 6 in.	Total Weight	334,000 lbs.
Total Wheel Base	37 ft. 0 in.	Tank Capacity	10,000 gal.
Total Engine and Tender Wheel Base	71 ft. 6½ in.	Fuel	Bituminous Coal

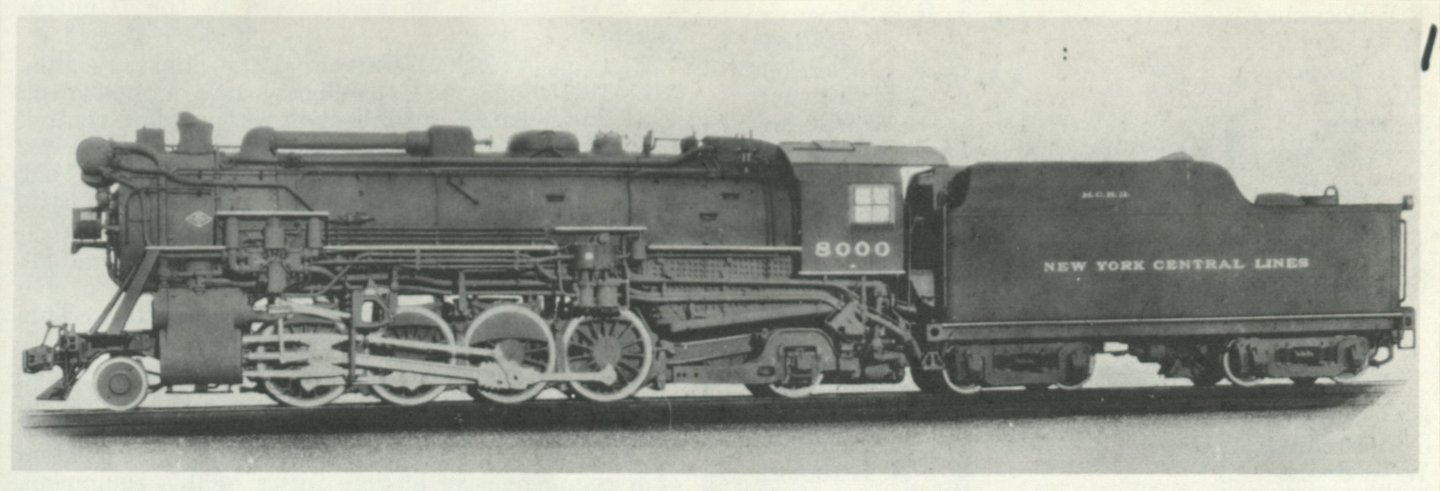


[MC] 237-251 H-10b c/n 6841
LIMA 1924 renoed 2337-2351

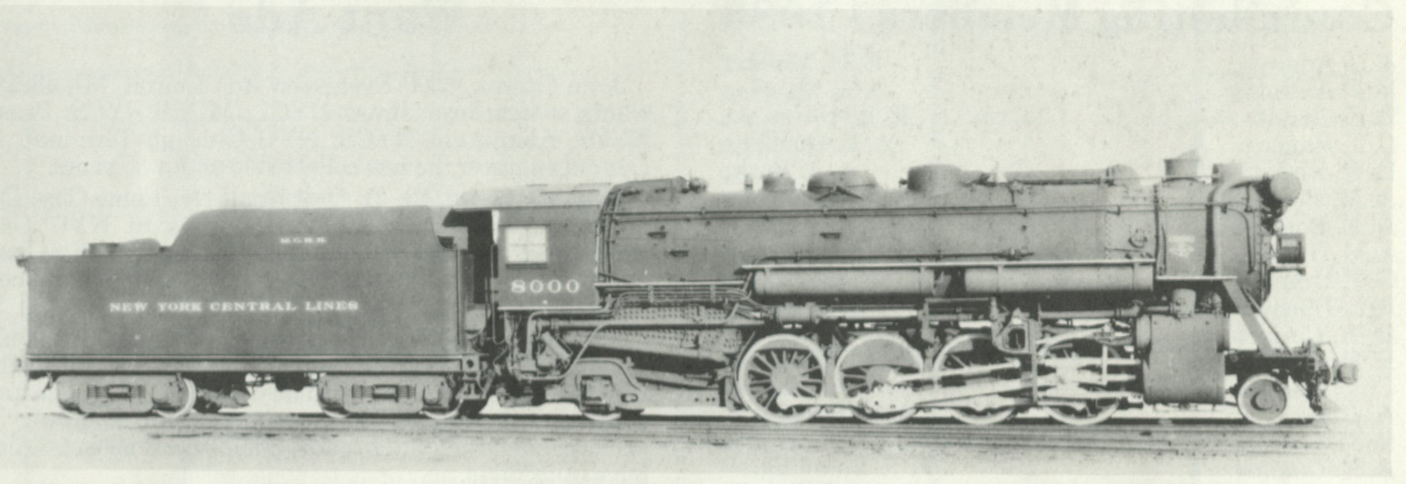


c/n 6844

H10b 2343 at Central Ave., Detroit, Michigan, July 28, 1951.



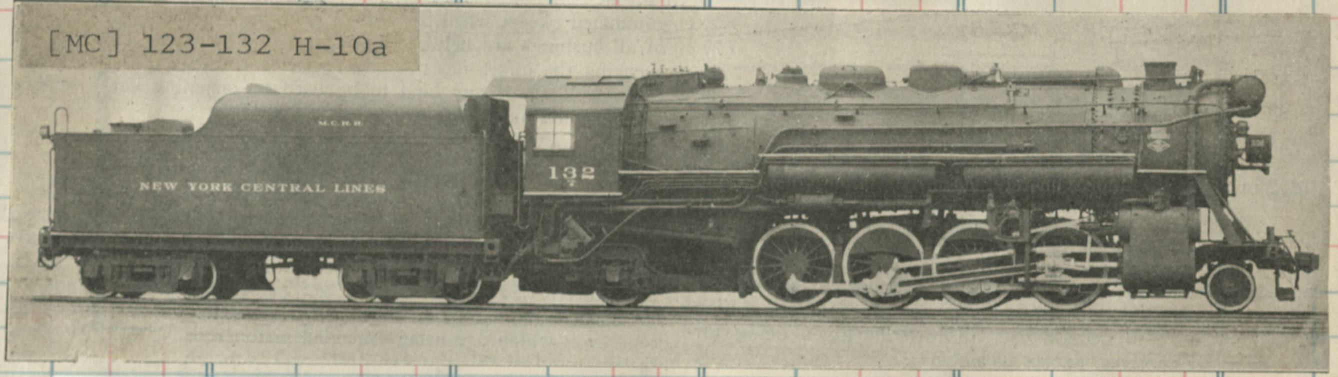
8000
NEW YORK CENTRAL LINES



8000
NEW YORK CENTRAL LINES

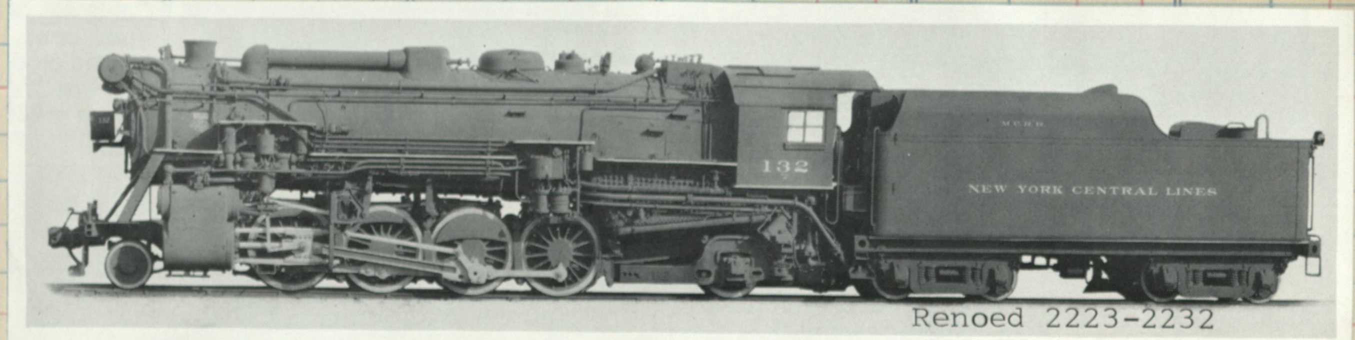
Michigan Central		**8000**	**2-8-2**	**Lima**	**1922**
28 x 30	**200 psi**	**63"**	**334,000 lbs.**		**63,500 lbs.**

Will Woodward of the Lima Locomotive Works conceived the "Super Mikado", typified by enlargement of boiler and firebox rather than by greater overall size. The design also used all modern devices to achieve efficiency, and included a trailer booster that added 11,000 pounds to the available starting tractive effort. With great starting power, and with high sustained steaming capacity, the "Super Mikado" outperformed earlier engines by decisive margins, both in terms of ton miles per engine hour and in the matter of fuel and water economy.



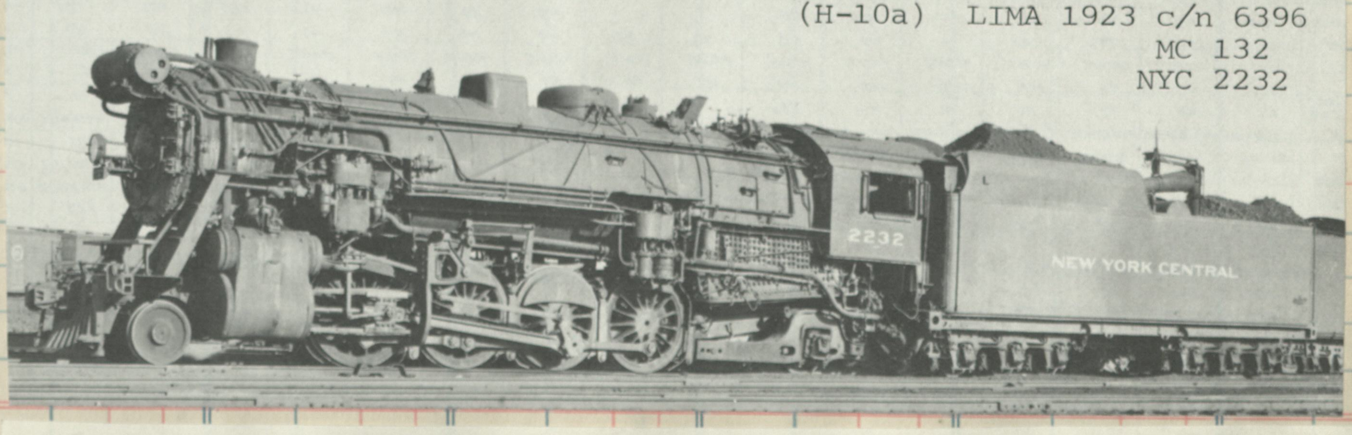
[MC] 123-132 H-10a

132
NEW YORK CENTRAL LINES



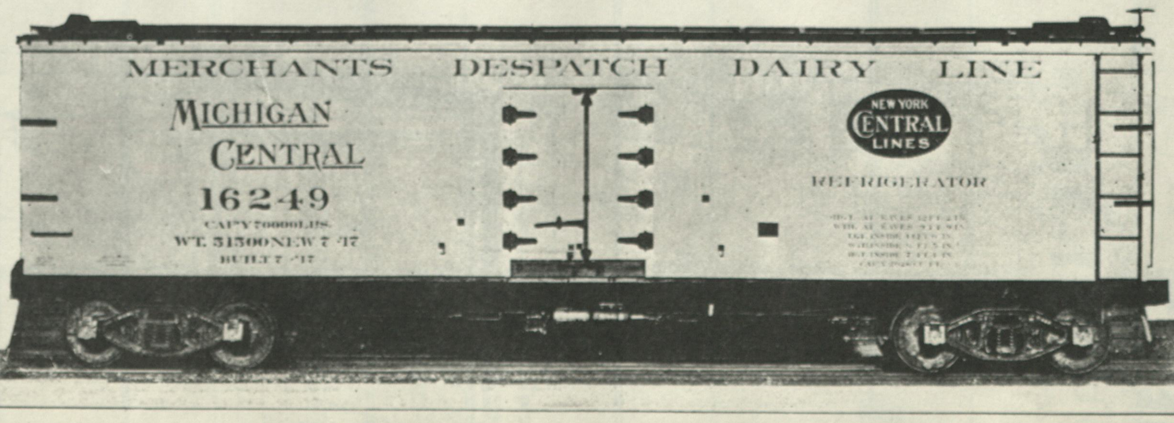
132
NEW YORK CENTRAL LINES

Renoed 2223-2232



(H-10a) LIMA 1923 c/n 6396
MC 132
NYC 2232

2232
NEW YORK CENTRAL

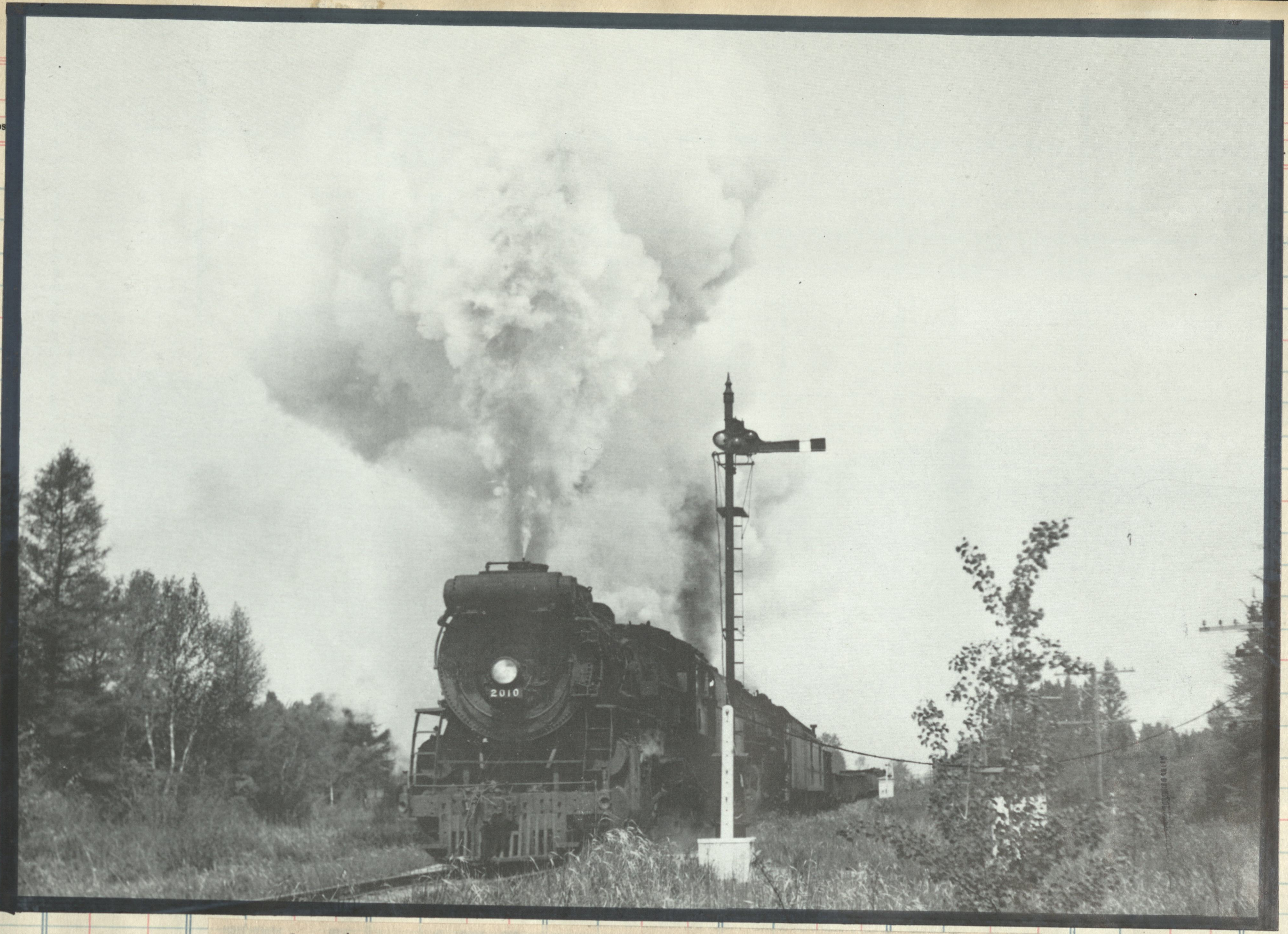


MERCHANTS DESPATCH DAIRY LINE
MICHIGAN CENTRAL
16249
CAP'Y 70000 LBS.
WT. 51500 NEW 7 '17
BUILT 7 '17
NEW YORK CENTRAL LINES
REFRIGERATOR

Fig. 91—Steel Underframe Refrigerator Car. Capacity, 70,000 lb., 2,026 cu. ft.; Inside Length, 40 ft. 5⅜ in.; Inside Width, 8 ft. 4⅞ in.; Weight, 51,500 lb. Builder, Merchants Despatch Transportation Company. 1917

178

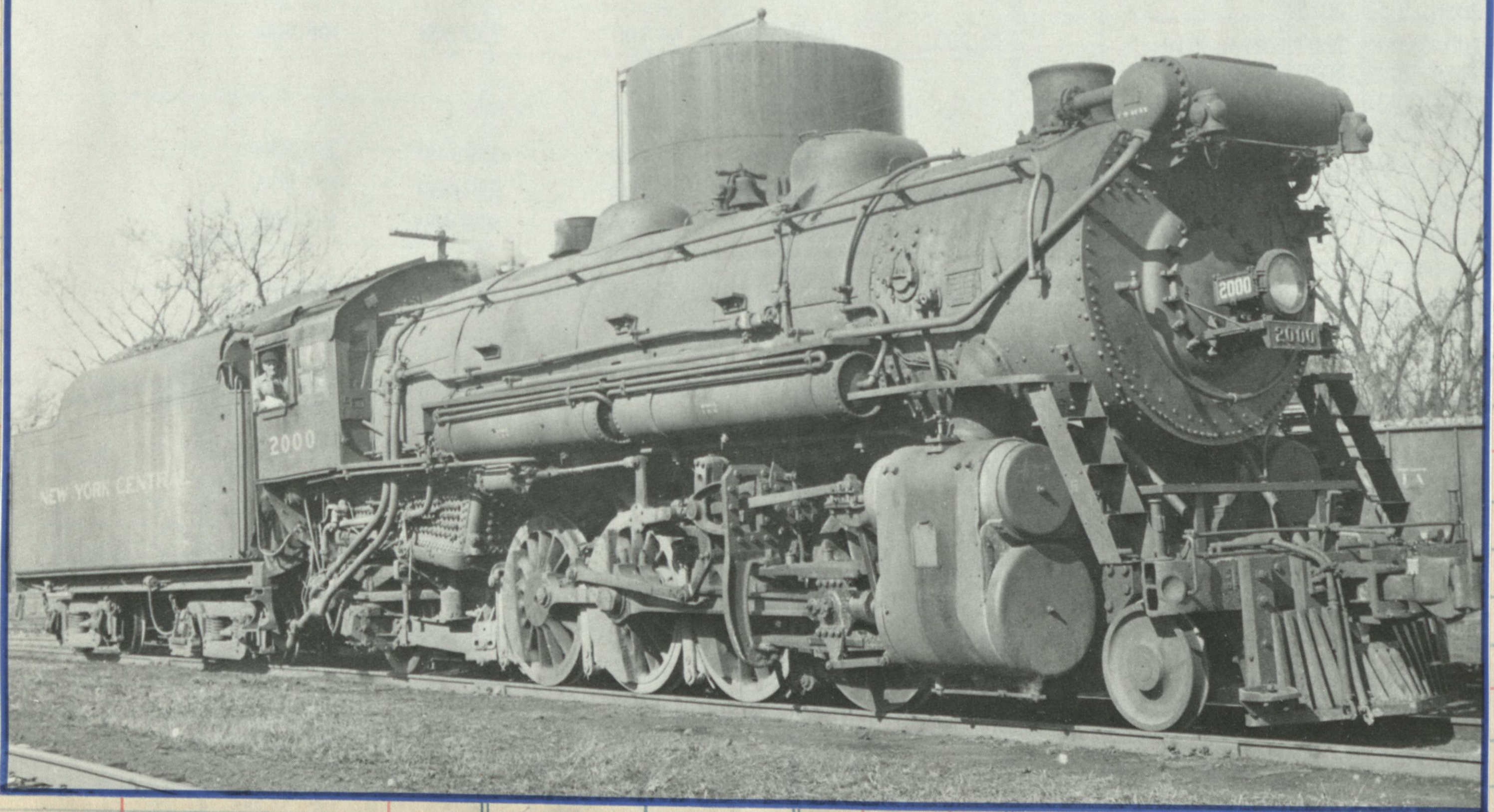
SELLER
DATE
FORM DESTINATION Amt. Com. No. Clos



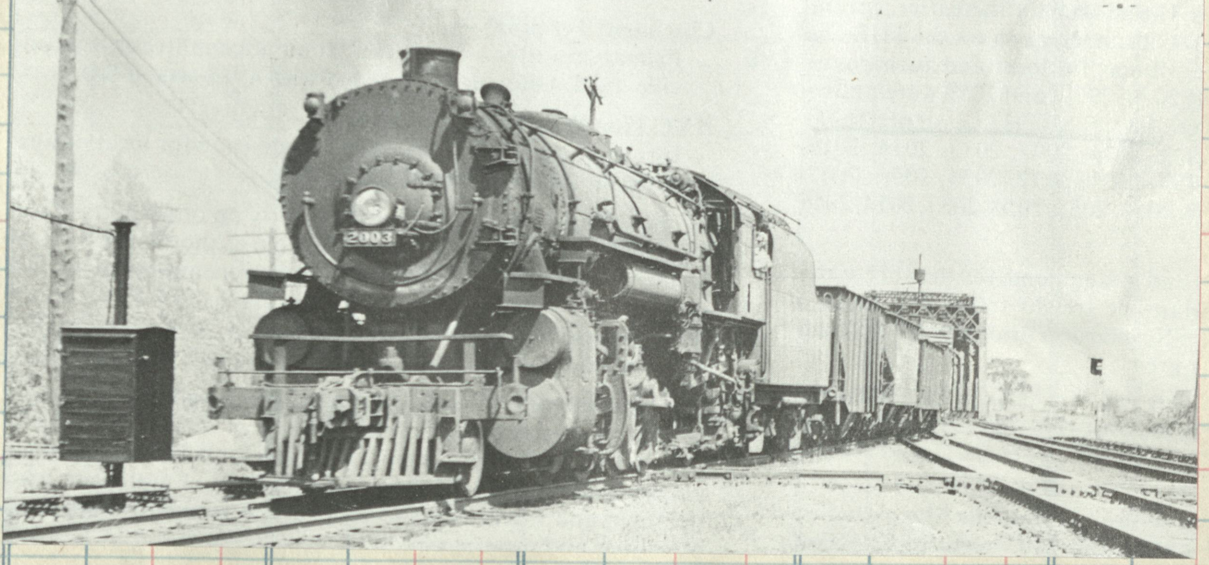
A pair of H-7's depart Mackinaw City with Trn #210

. No. Sold Amount Clos. No. Sold Amount

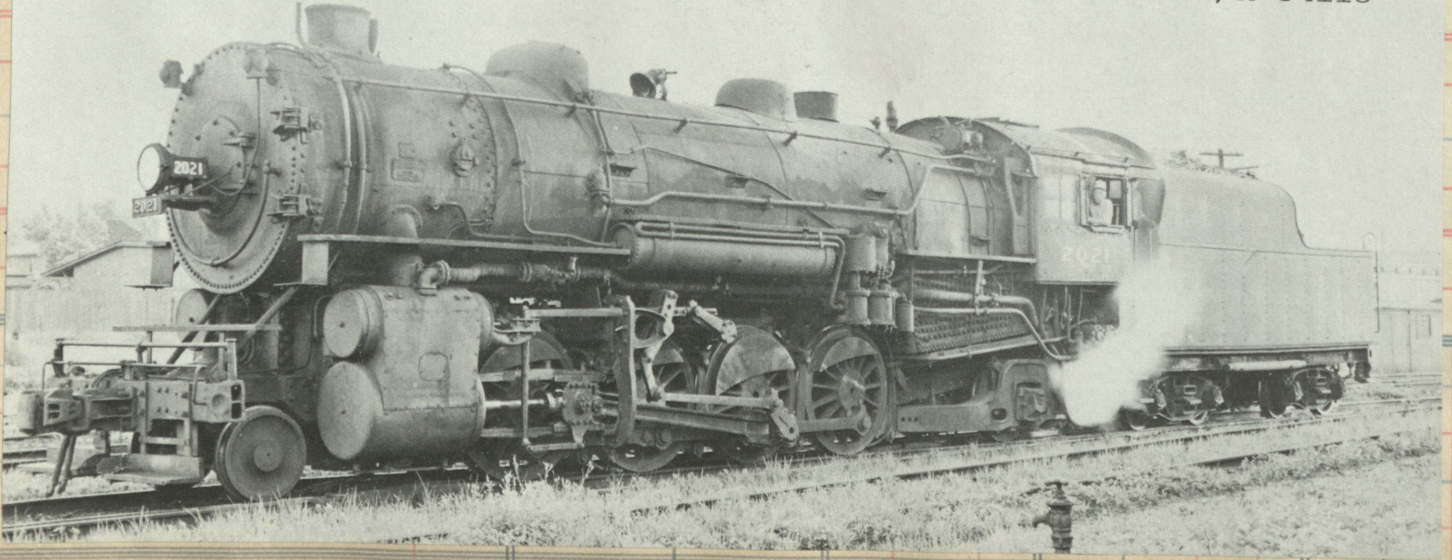
(H-7c) MC #7900 to NYC 2000
7900-7924 blt 1913 by Brooks
c/n 54092

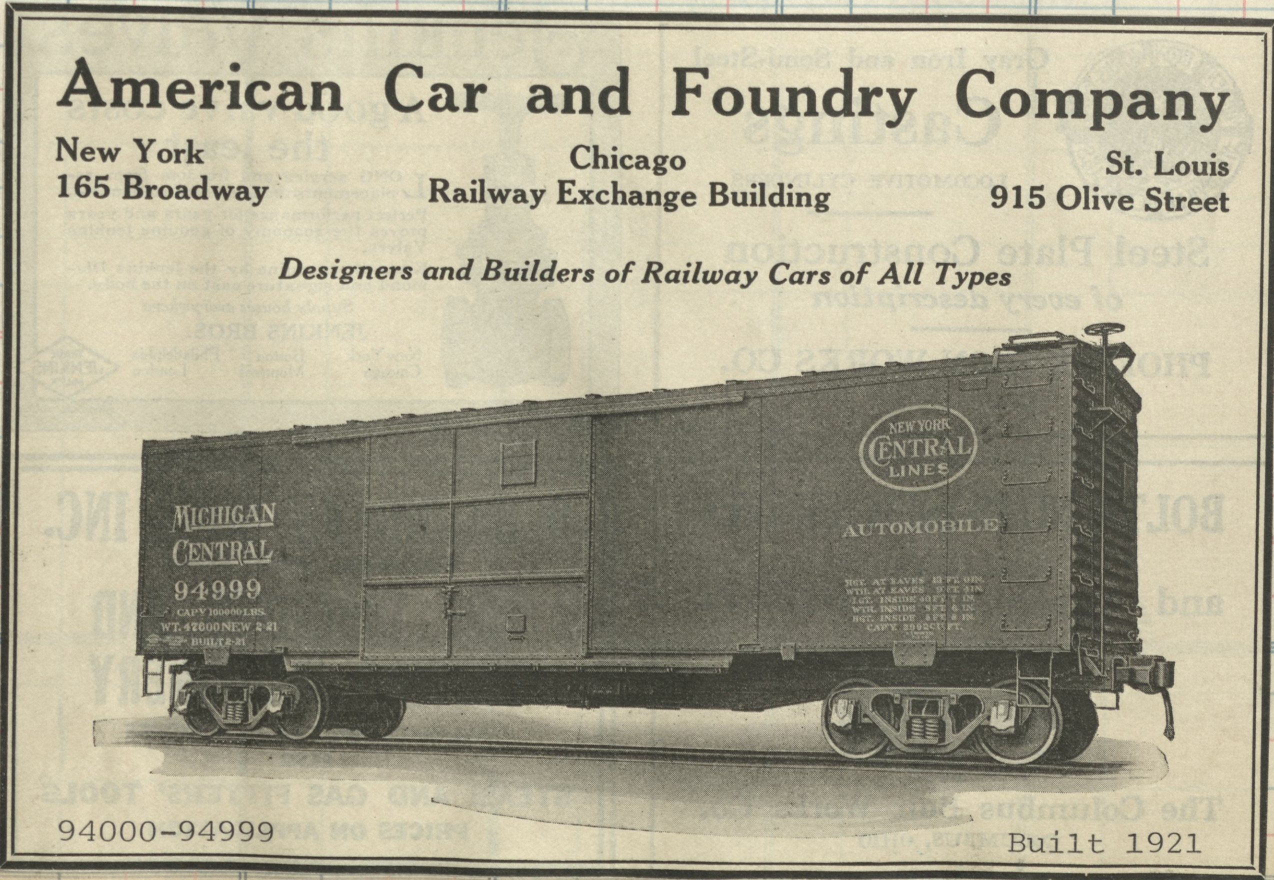

2000
NEW YORK CENTRAL
2000

2003 glides into the yard at Welland, Ont.



2021 H-7c c/n 54113





American Car and Foundry Company

New York
165 Broadway

Chicago
Railway Exchange Building

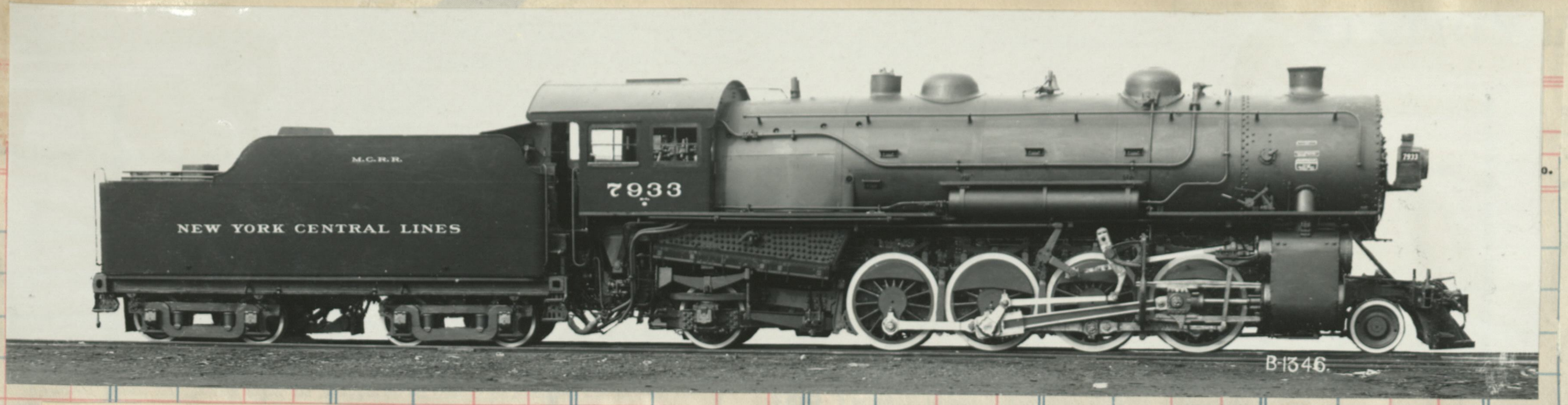
St. Louis
915 Olive Street

Designers and Builders of Railway Cars of All Types

MICHIGAN CENTRAL
94999
NEW YORK CENTRAL LINES
AUTOMOBILE

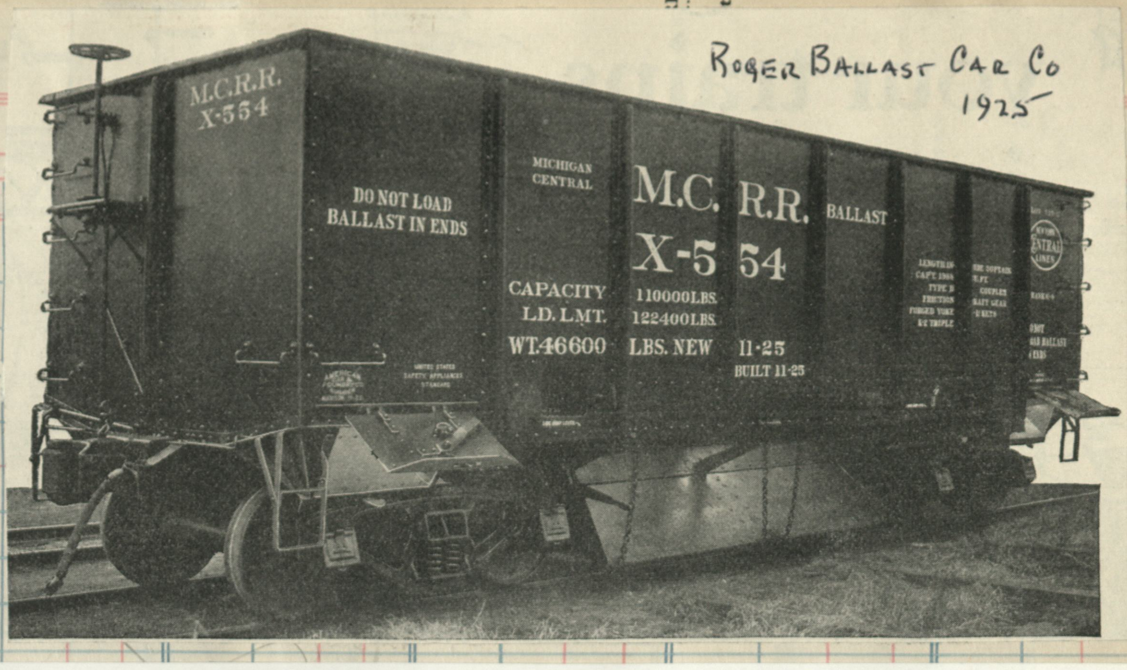
94000-94999

Built 1921

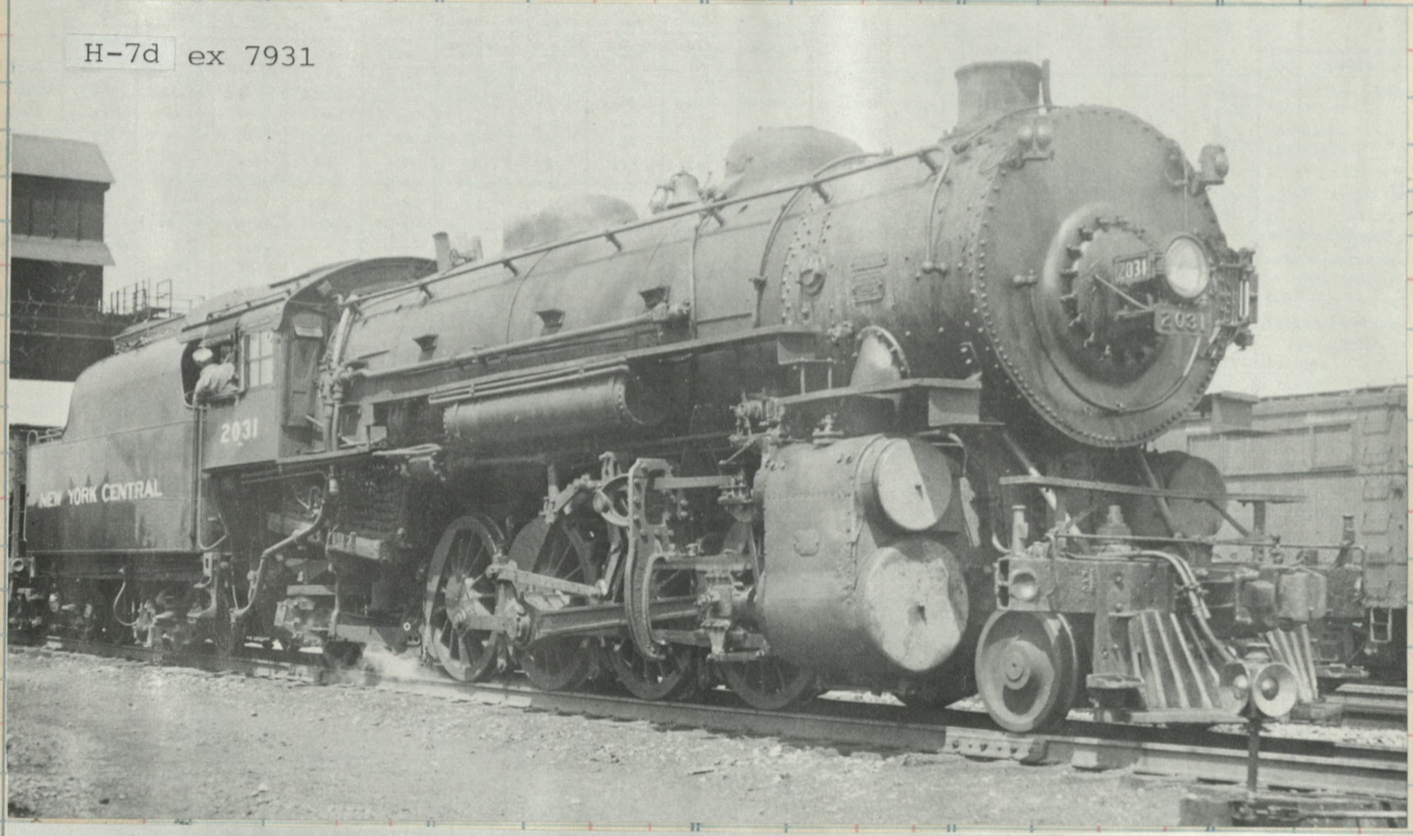

M.C.R.R.
7933
NEW YORK CENTRAL LINES
B.1346.

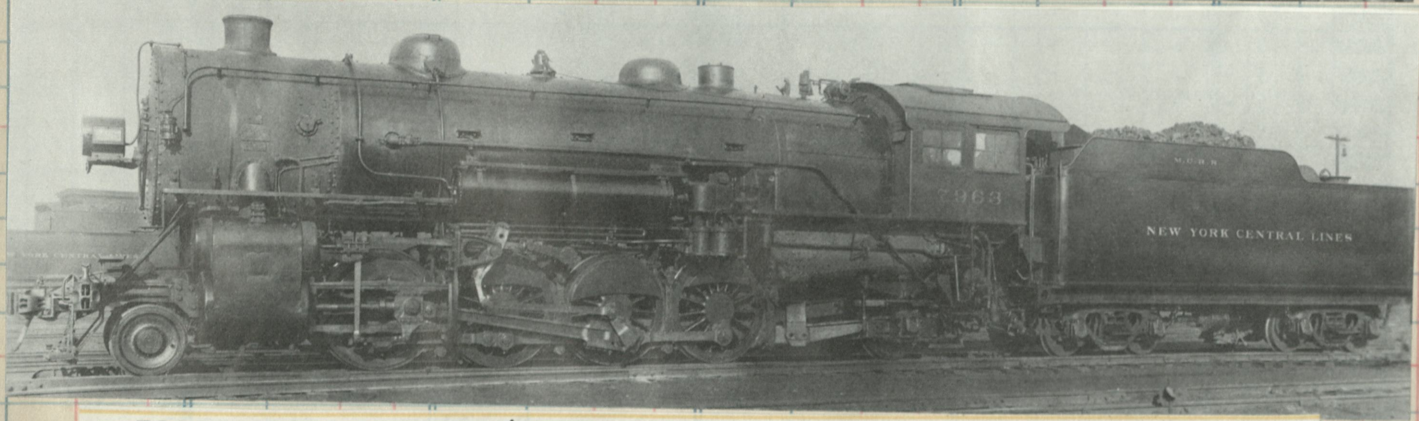
A portrait of brute power. Ten of these robust Mikes were delivered by Brooks in 1913 numbered 7925-7934 class H-7d c/n 54125. Later renoed 2033.

Roger Ballast Car Co
1925


M.C.R.R.
X-554
DO NOT LOAD BALLAST IN ENDS
MICHIGAN CENTRAL
M.C.R.R.
X-554
BALLAST
CAPACITY 110000 LBS.
LD. LMT. 122400 LBS.
WT. 46600 LBS. NEW 11-25
BUILT 11-25

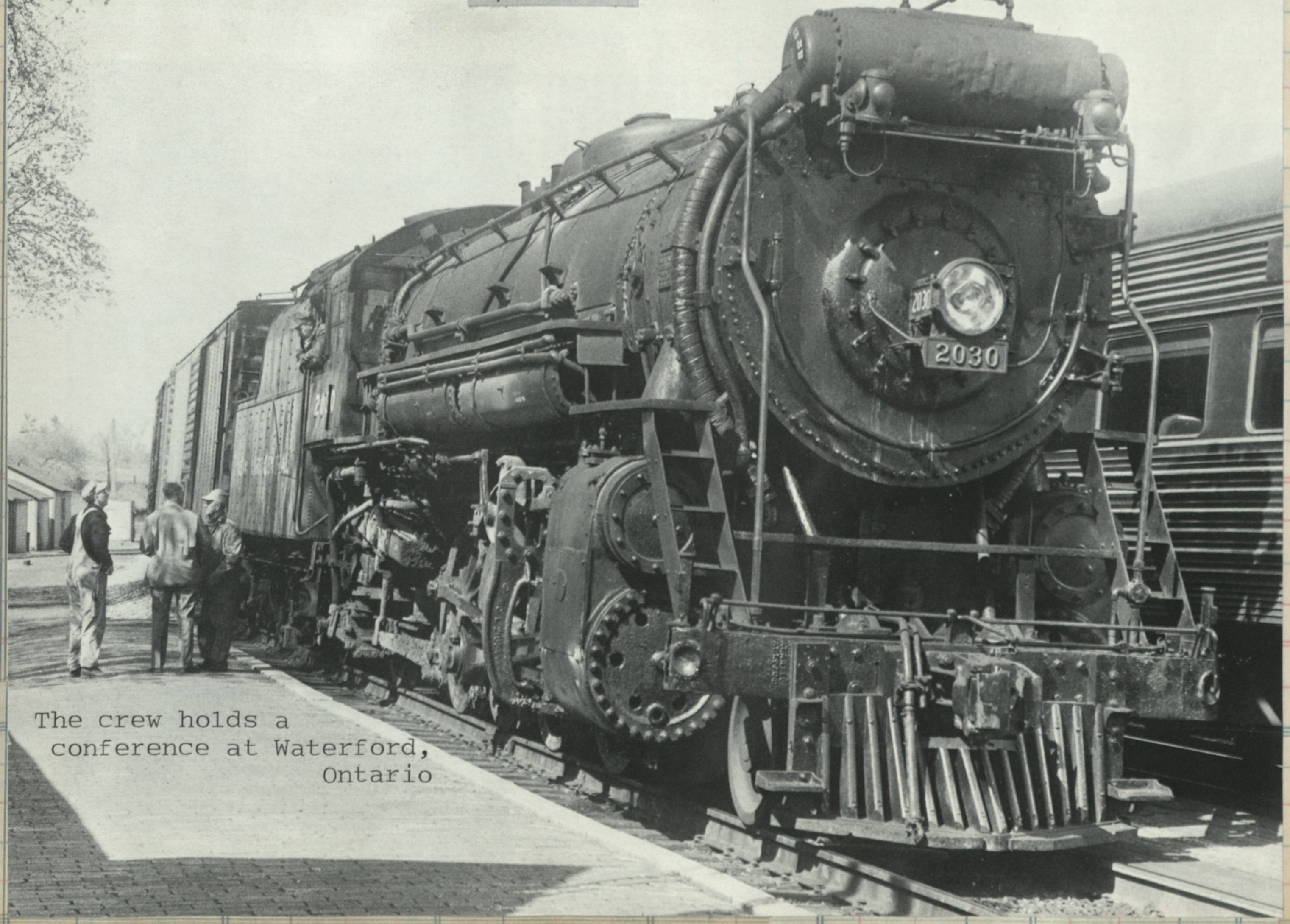
H-7d ex 7931


2031
NEW YORK CENTRAL

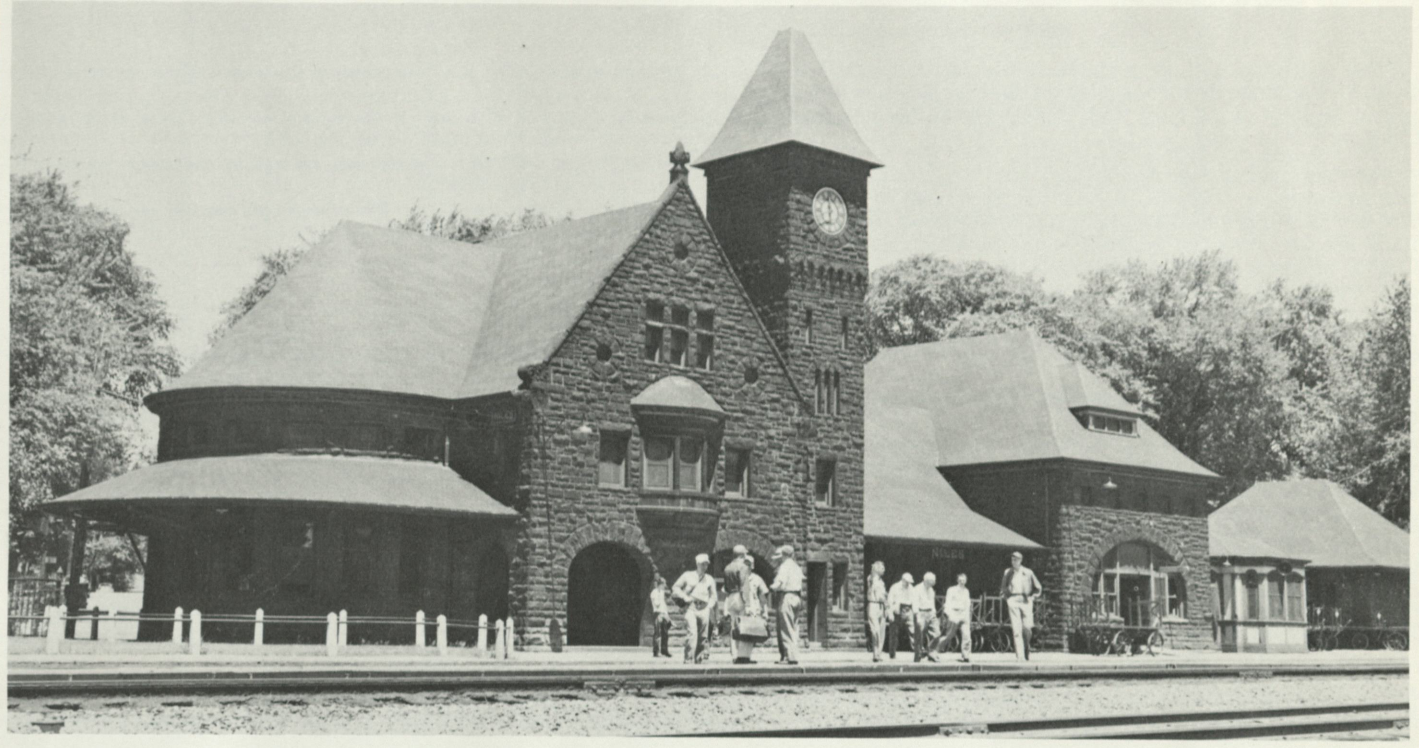

NEW YORK CENTRAL LINES

7960-7969 H-7e c/n 62300 Brooks 1920 Renoed 2060-2069

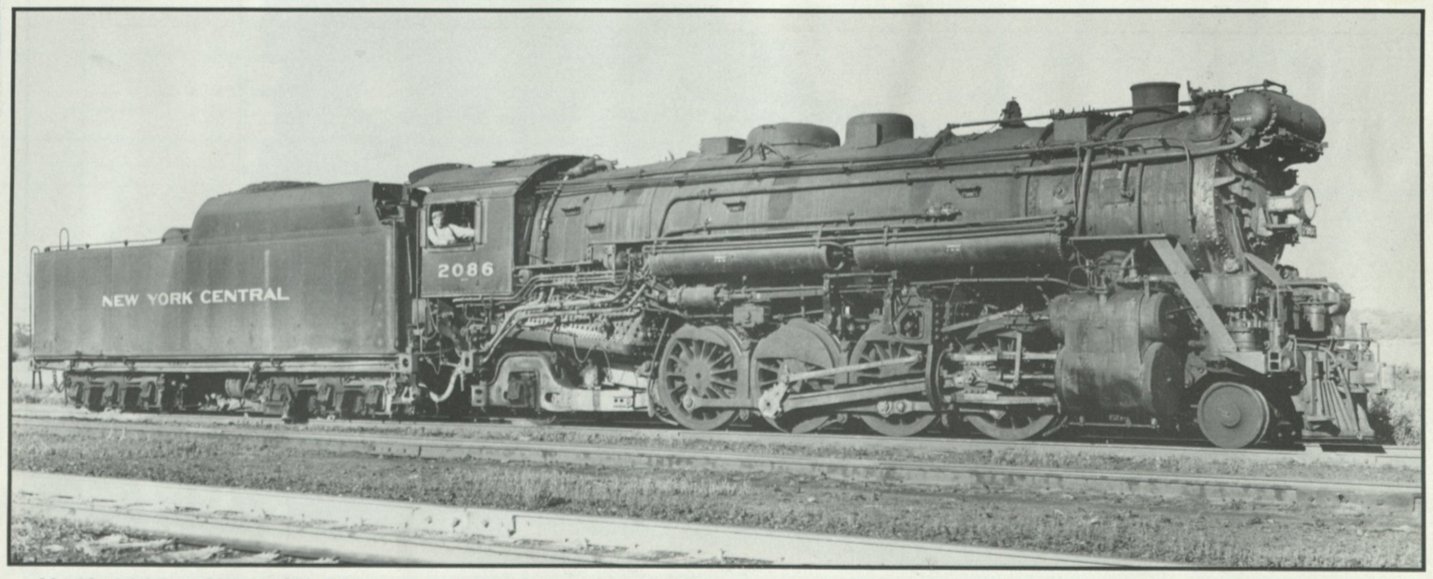
ex MC 7930 H-7d c/n 54122



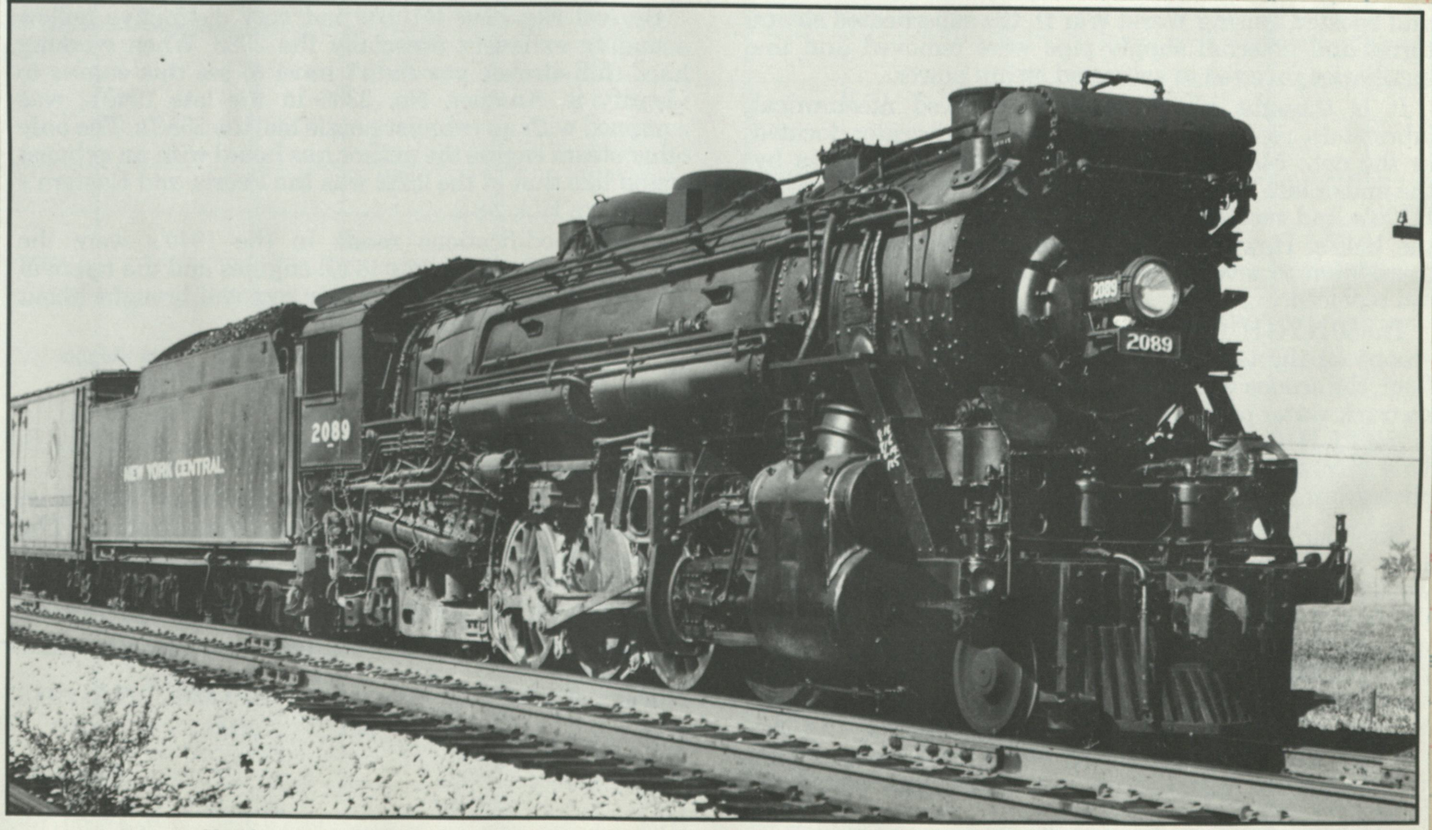
The crew holds a conference at Waterford, Ontario



The West Division of the Michigan Central required this massive stone station at its crossing with the C.C.C. & St.L. at Niles, Michigan. Structure is complete with clock tower and plenty of baggage wagons in this June, 1953 view. Harold K. Vollrath Collection.

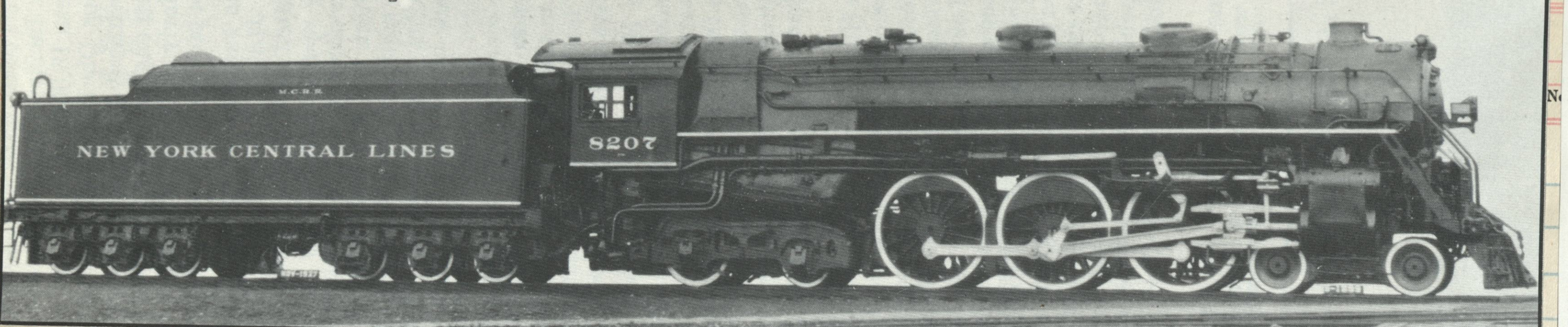

2086
NEW YORK CENTRAL

H10b 2086 at Niles, Michigan in 1953. Like many MC-assigned engines, 2086 has a pilot to permit operation in international service through Canada. Photo by W. Krawiec.

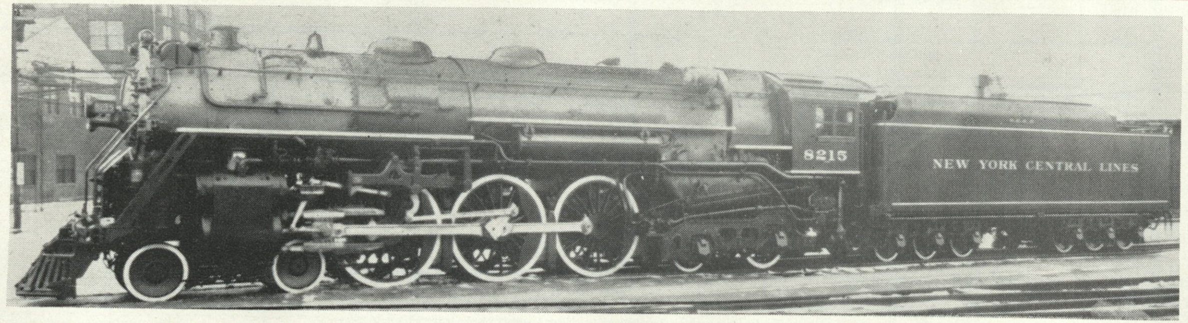

2089
NEW YORK CENTRAL

H10b 2089 on SLD-2 at Newport, Michigan, August 24, 1951. Photo by E. L. Novak.

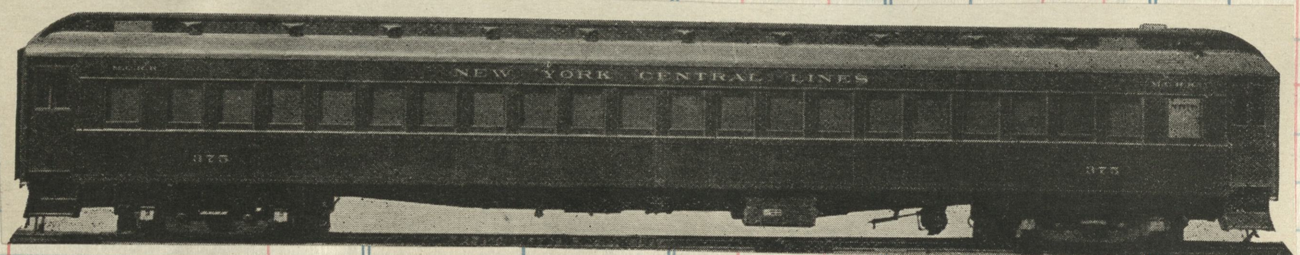
8200-8209 J-1b c/n 67488 Schenectady 1928
[renoed 5345-5354]

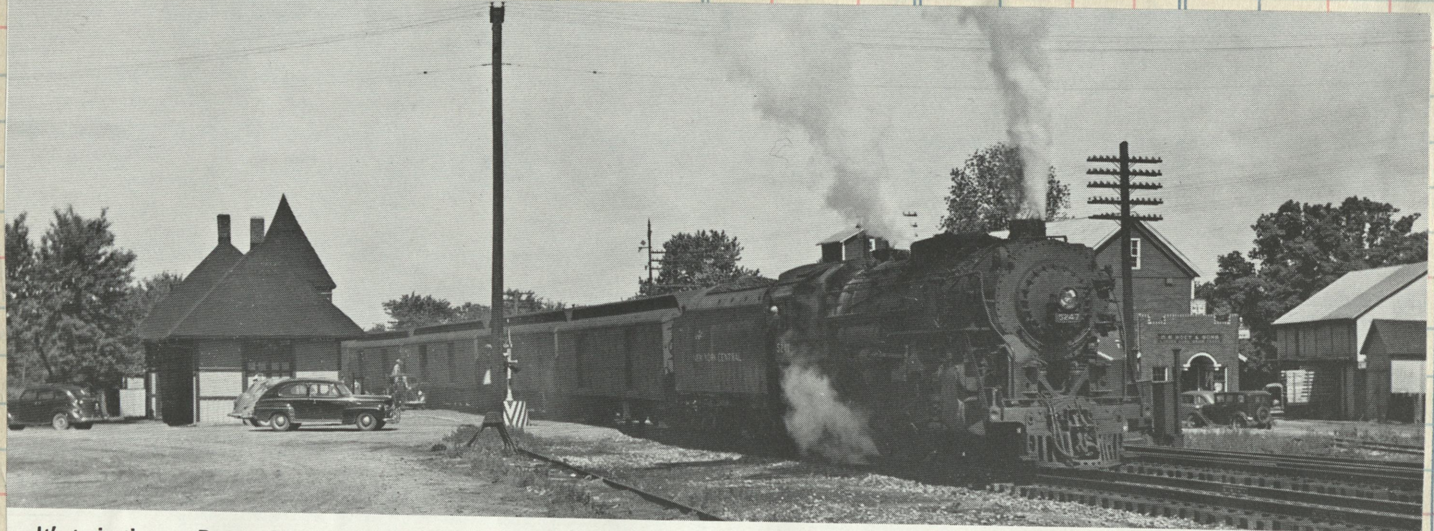


8215-8229
Schen 1929-30
c/n 68203
renoed
5260-5274



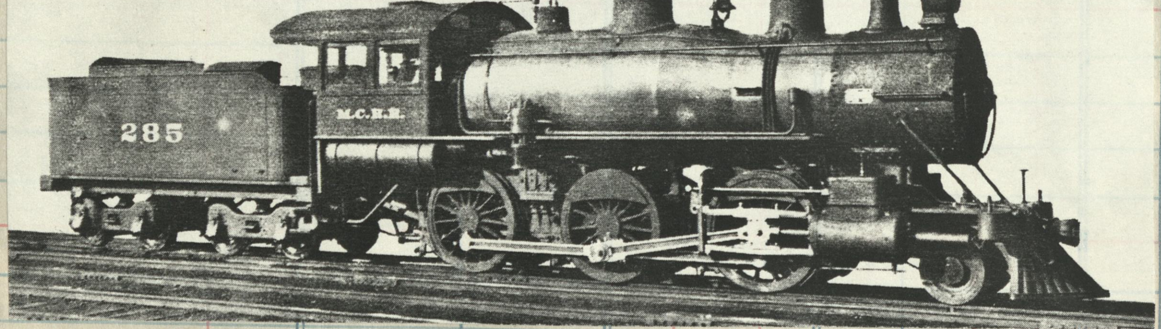
Another view of M.C. engine No. 8215 outside the Alco works; engine subsequently renumbered into NYC stock as 5361 in 1936; class J-1d; weight of this batch 351,500 lb.

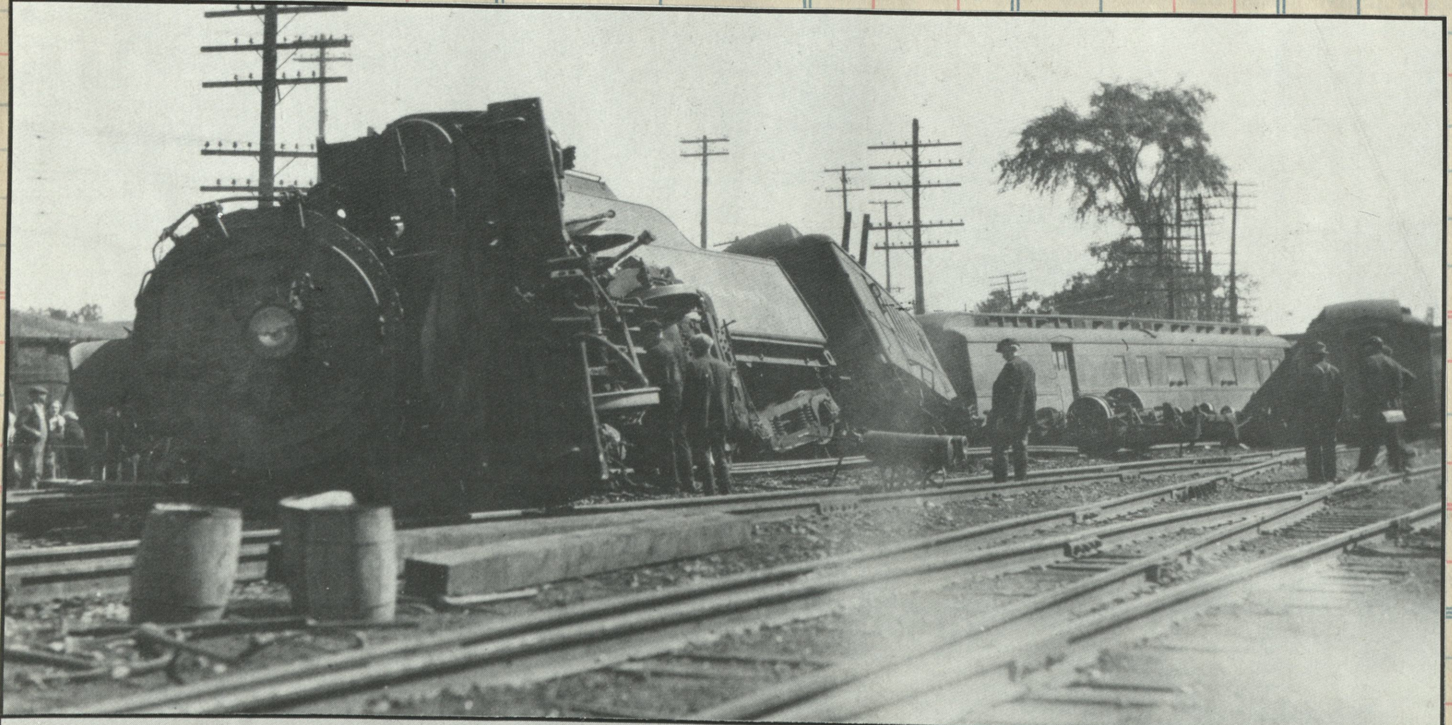




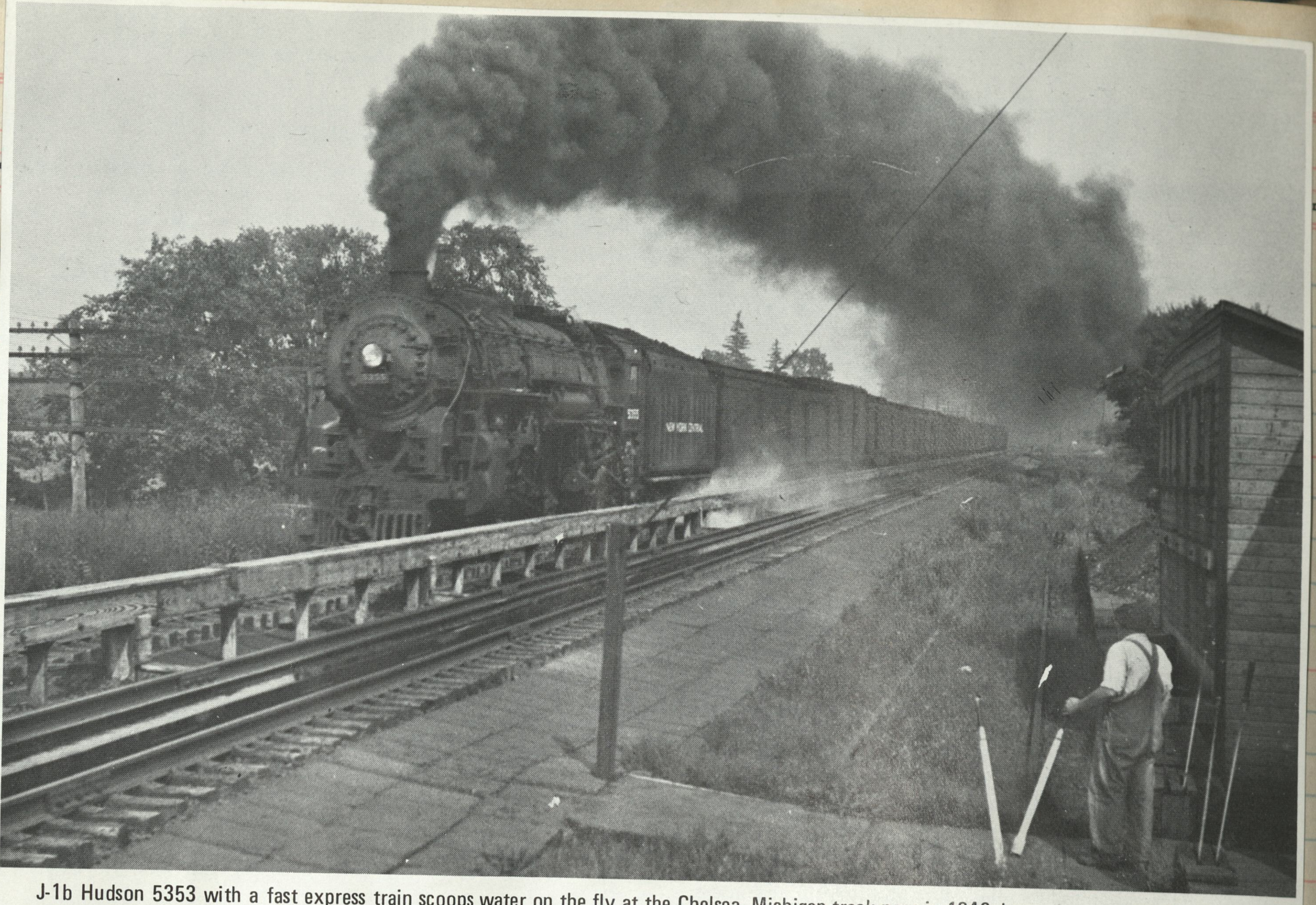
It's train time at Dexter, Michigan in 1949 as the morning passenger train pulled by J-1b 5247 eases past the station which is located on the Detroit Division about midway between Detroit and Jackson.
Photo by C. T. Stoner

283-289 Schenectady 1901
E-82 c/n 5668

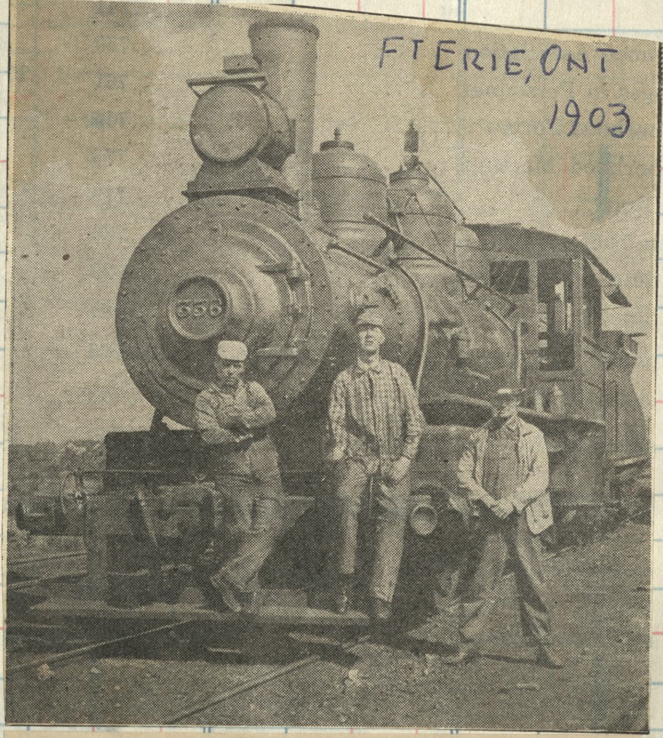




Class K3q #8338 overturned at Botsford Yard, Kalamazoo, Michigan, September 24, 1924 after striking an automobile while operating on MCRR train no. 1. Photo from Marvin Mock, collection of Charles H. Geletzke.

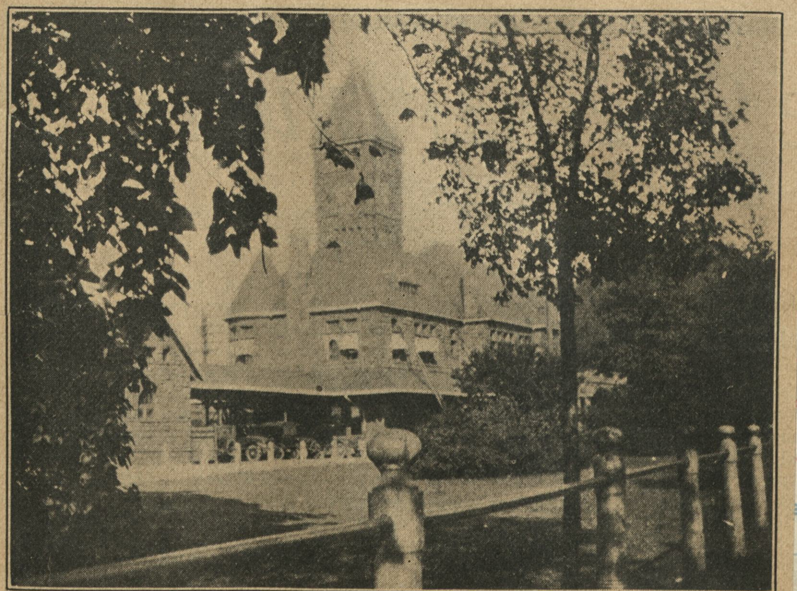


J-1b Hudson 5353 with a fast express train scoops water on the fly at the Chelsea, Michigan track pans in 1948, located west of Dexter, Michigan on the Detroit Division. When originally constructed by Schenectady Locomotive Works in 1928 this engine was M.C.R.R. 8208.



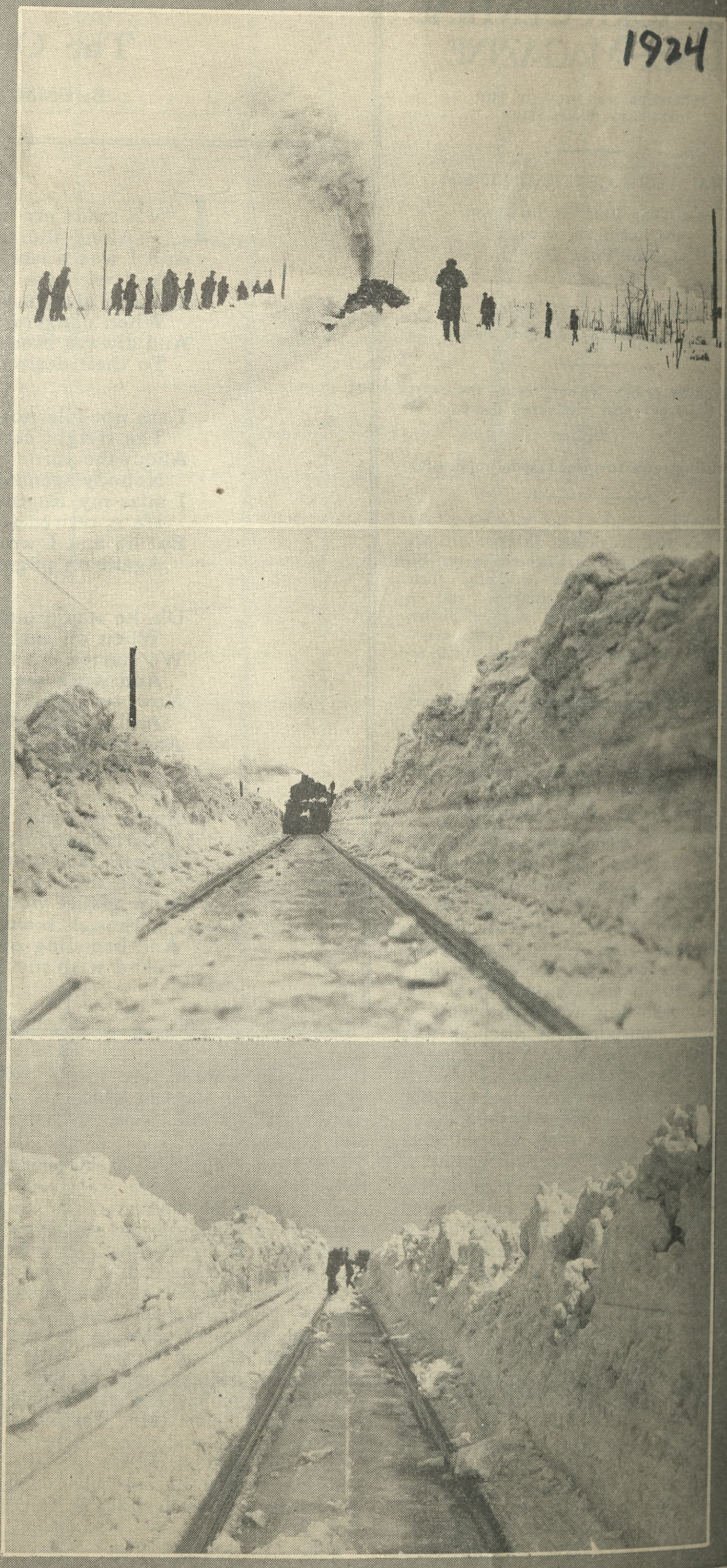
Ft ERIE, ONT
1903

Blt as CS 323 by St Thomas Shops 1892. Renoed 336, MC 8533. Sold to Essex Terminal #15 in 1915



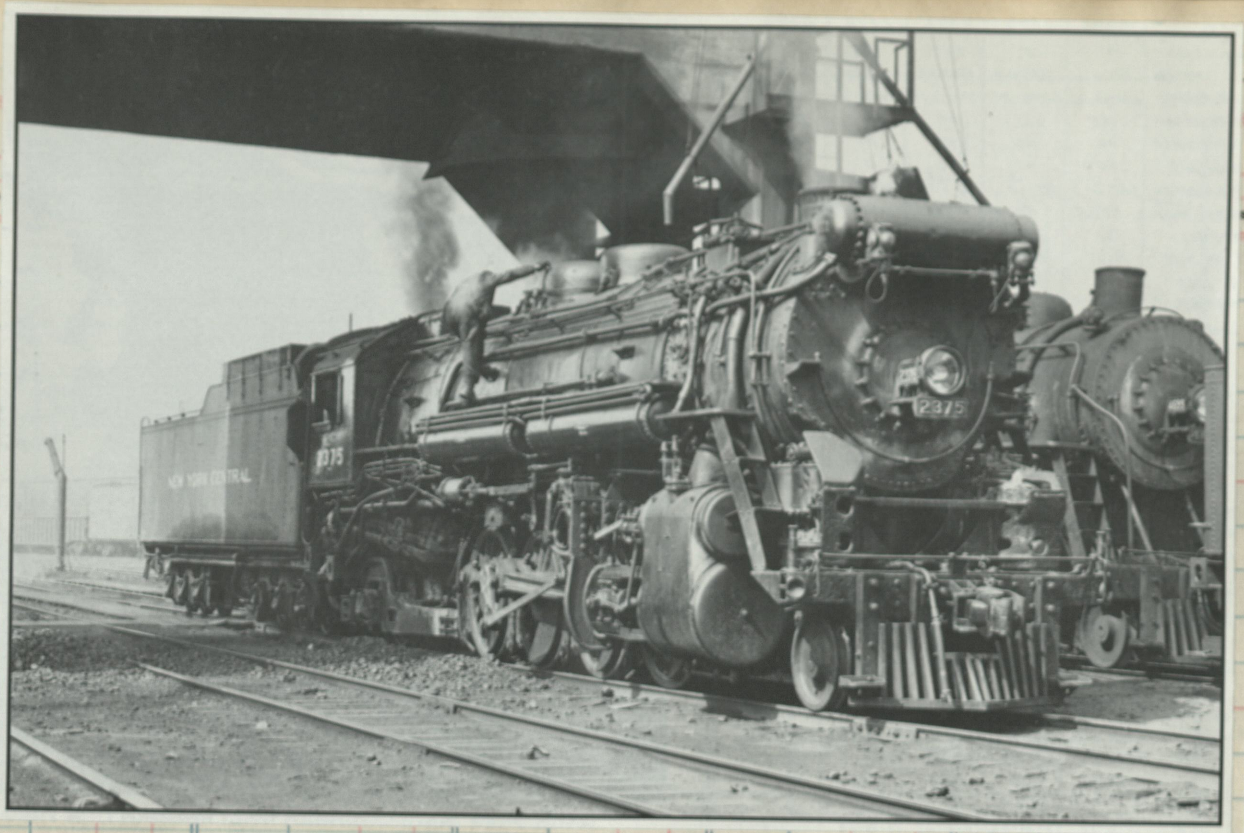
A summertime view of the Michigan Central Station at Bay City.

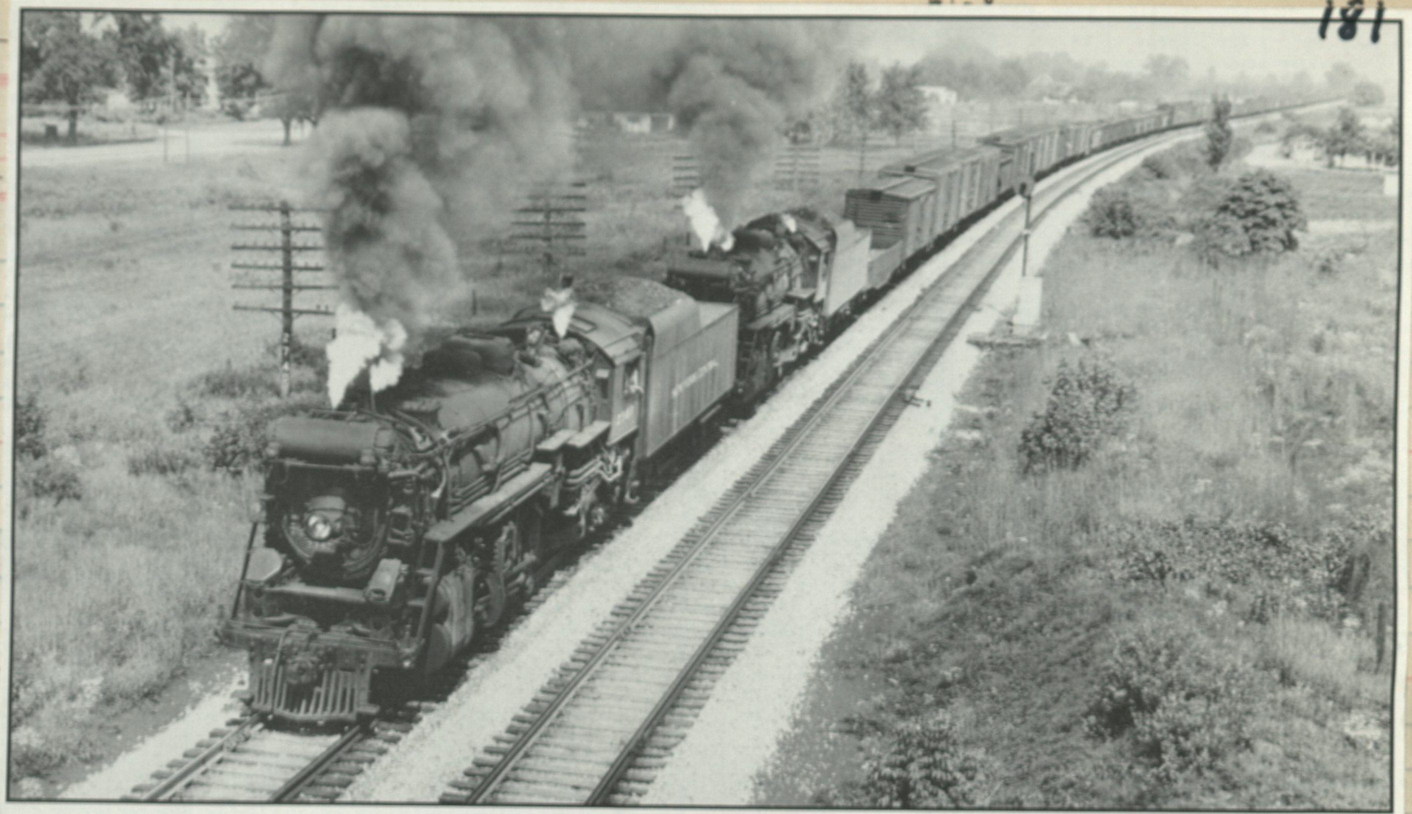
1924



These pictures show the weather conditions on the Northern Division of the Michigan Central Railroad as they existed in January and February. The Northern Division made the best Safety record in January that has been accomplished by that division in several years. With approximately 2200 employes working under the conditions indicated in these pictures they went through the month with only one reportable accident.

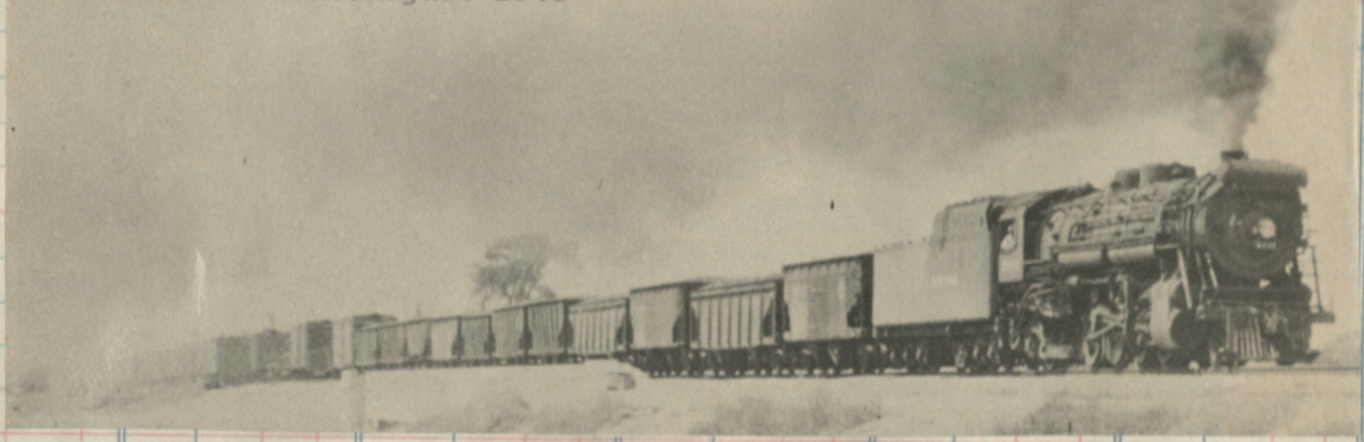
Org #335
H-10b
Schen 1924
c/n 65577

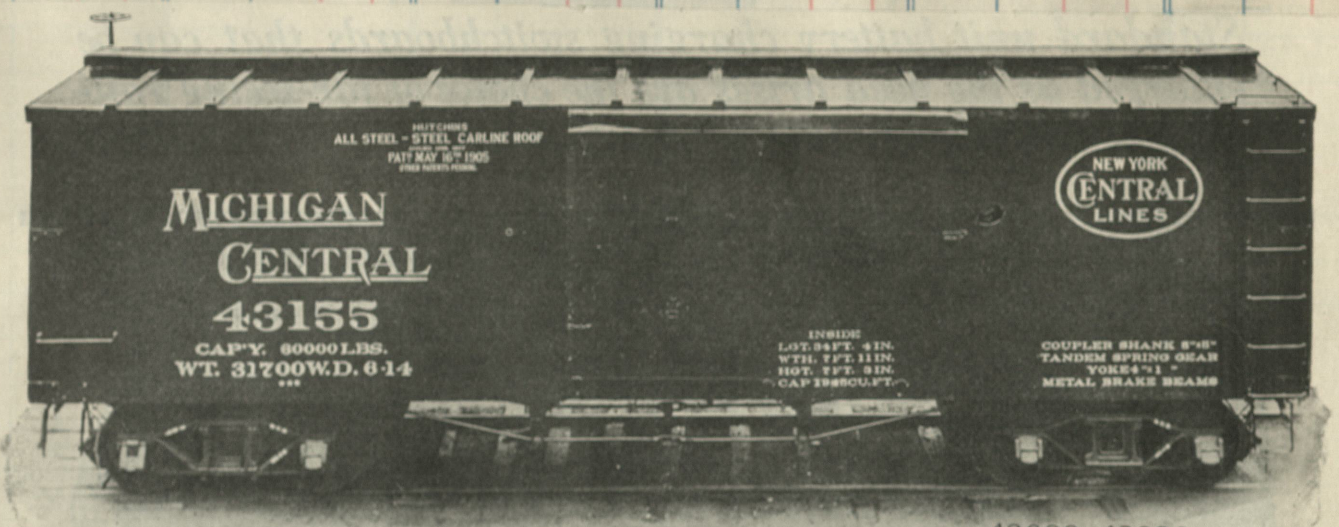

NEW YORK CENTRAL



H10b 2387 with unknown second engine westbound at Willow Run, Michigan, August 4, 1948. Photo by Elmer Treloar.

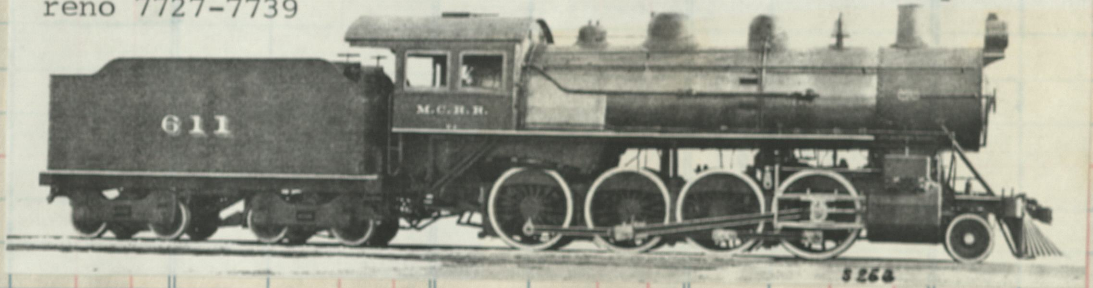
Here's the 2232 in action with tonnage
near Willow Run..August 1948



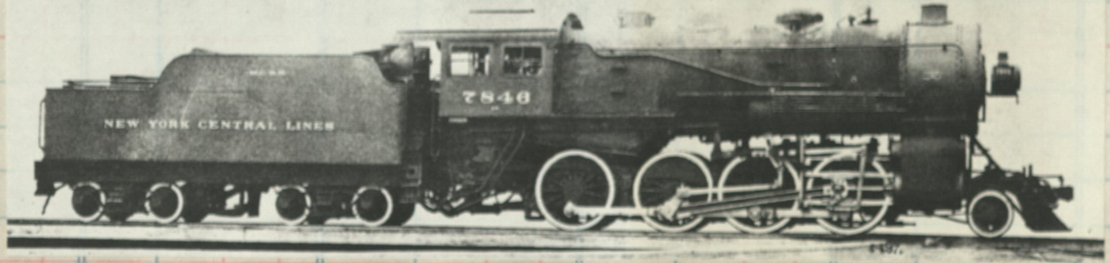

HUTCHINS
ALL STEEL - STEEL CARLINE ROOF
PAT'D MAY 16TH 1905
MICHIGAN
CENTRAL
43155
CAP'Y. 60000 LBS.
WT. 31700 W.D. 6-14
NEW YORK
CENTRAL
LINES
COUPLER SHANK
TANDEM SPRING GEAR
METAL BRAKE BEAMS

42000-43899

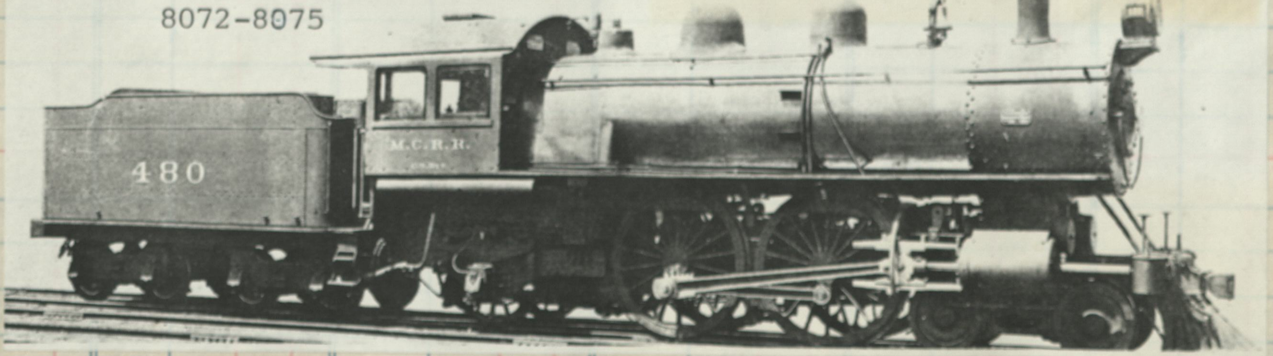
600-612 G-80d c/n 28668 Schenectady 1904
reno 7727-7739



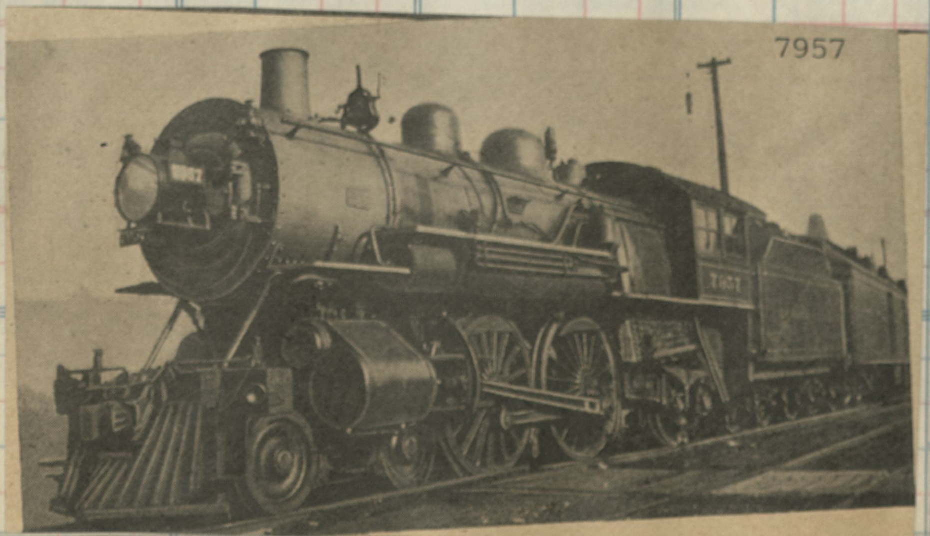
7828-7847 G-6o c/n 47266 Schenectady 1910


NEW YORK CENTRAL LINES
7846

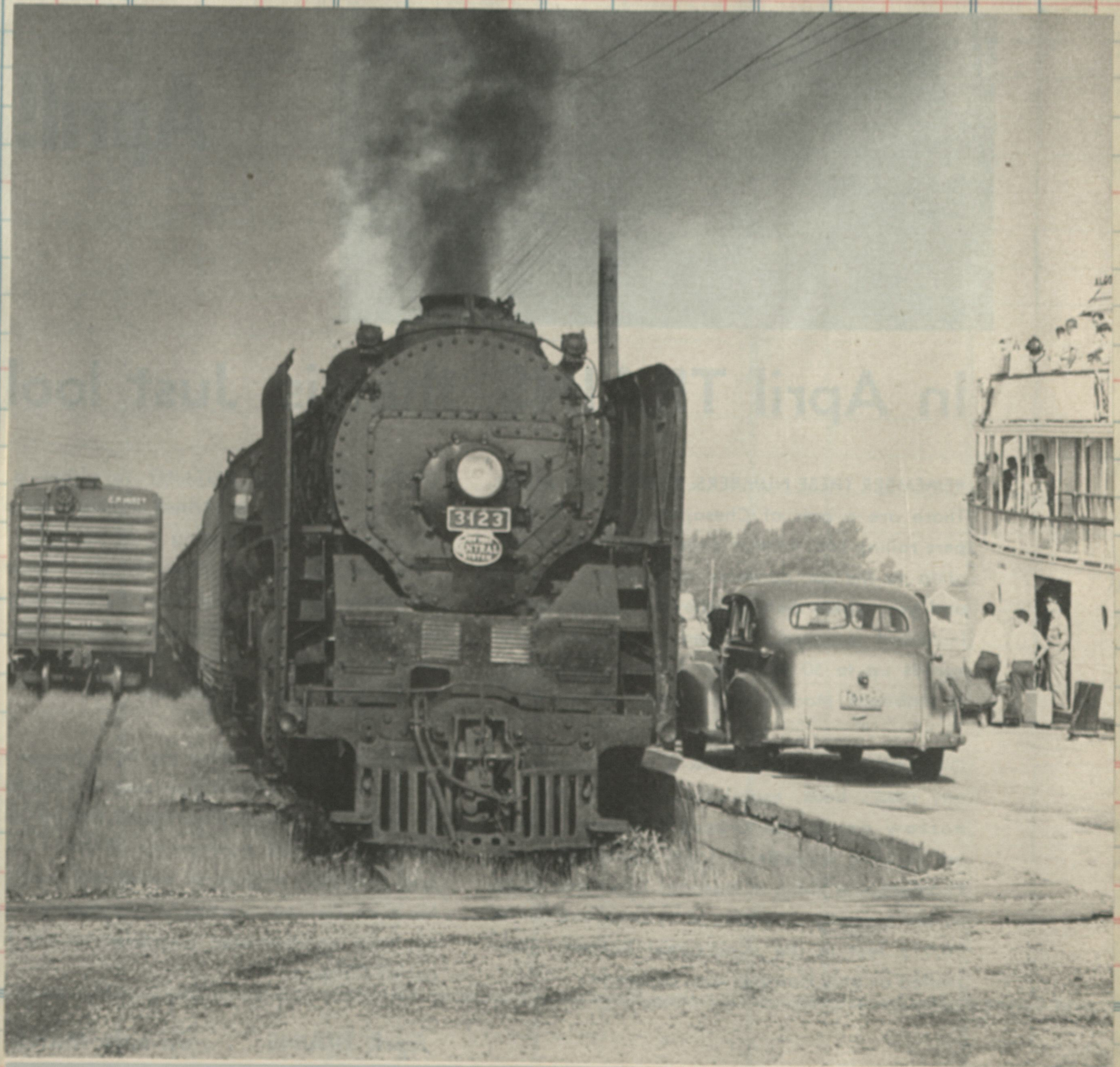
[CS] 480-483 I-80 c/n 6054 Schenectady 1901
renoed 7910-7913
8072-8075



7957

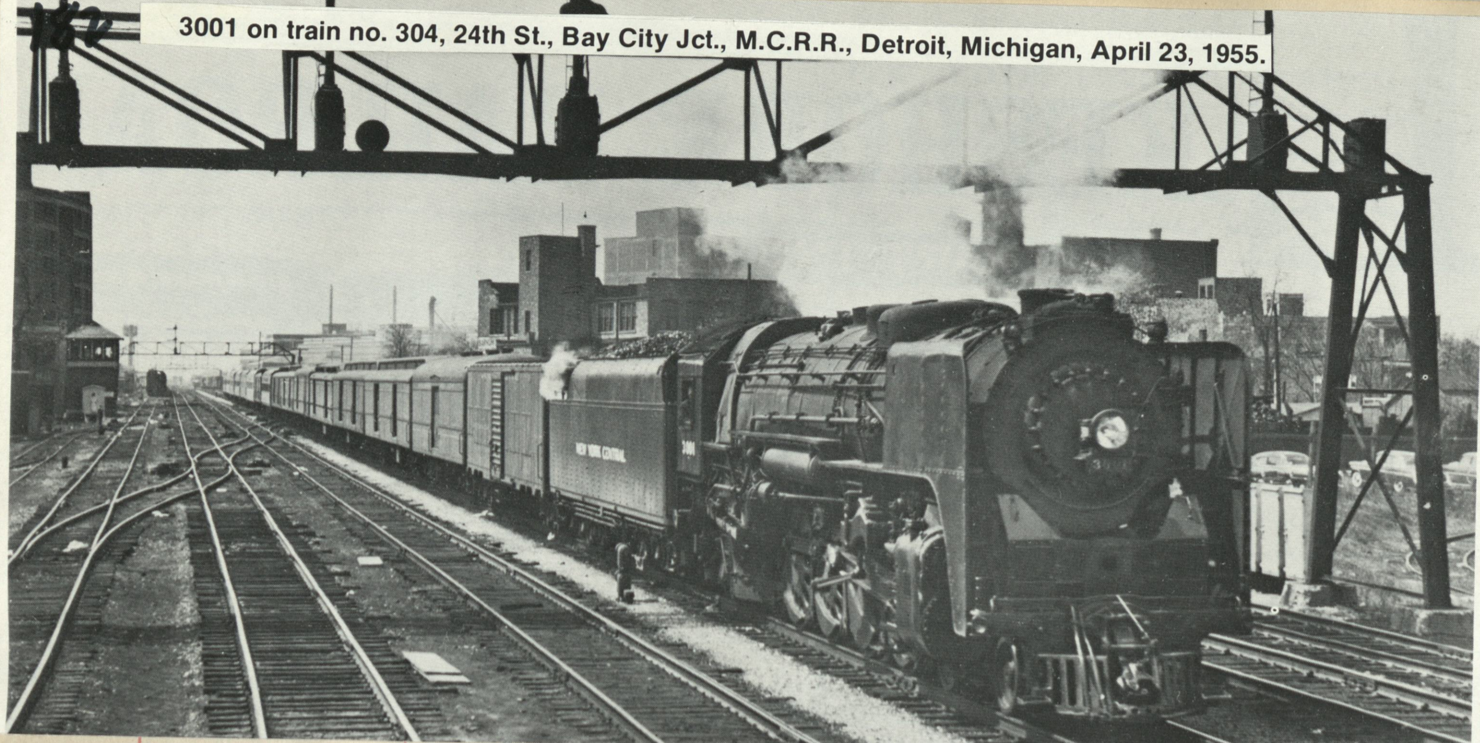


Schenectady 1902
c/n 25891
Org #258
Class I-80a
Renoed 7957, 8089



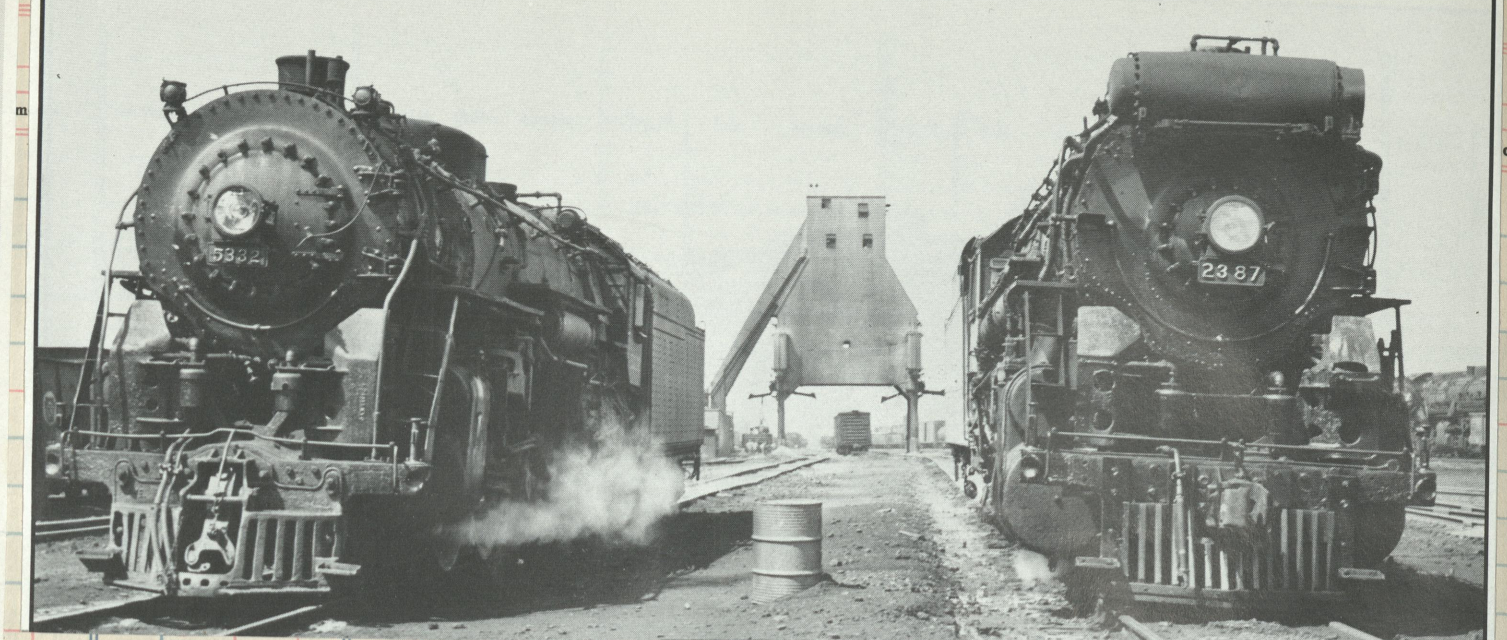
End of Track. The L-3a has just arrived at the Upper Peninsula terminal Mackinaw. Passengers are transferring to the ferry "Algomah II" for island destinations in Strs of Mackinaw.

3001 on train no. 304, 24th St., Bay City Jct., M.C.R.R., Detroit, Michigan, April 23, 1955.

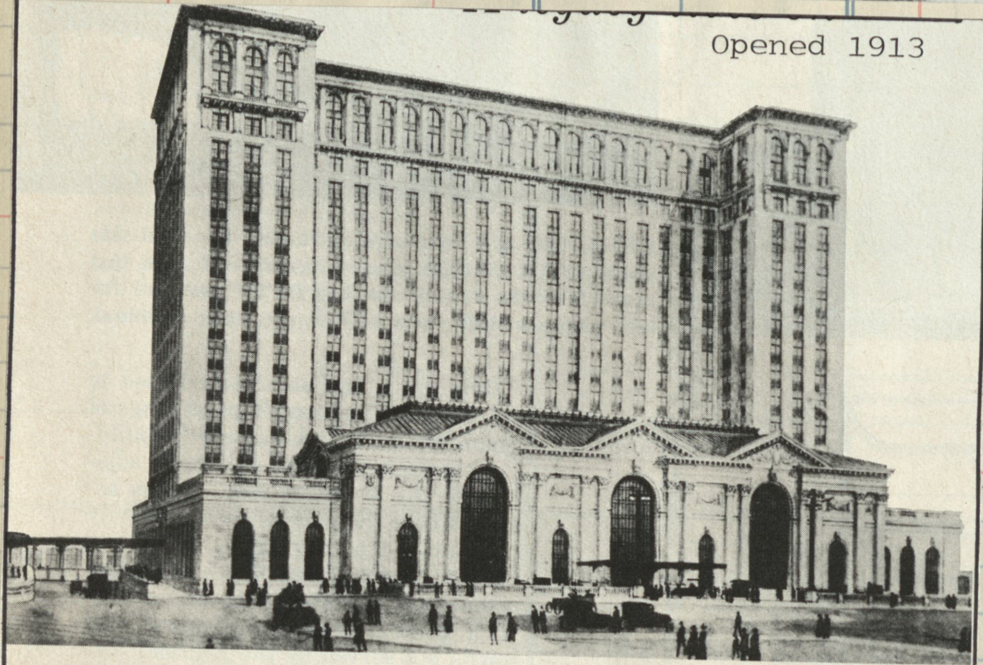


old Amount

West Detroit

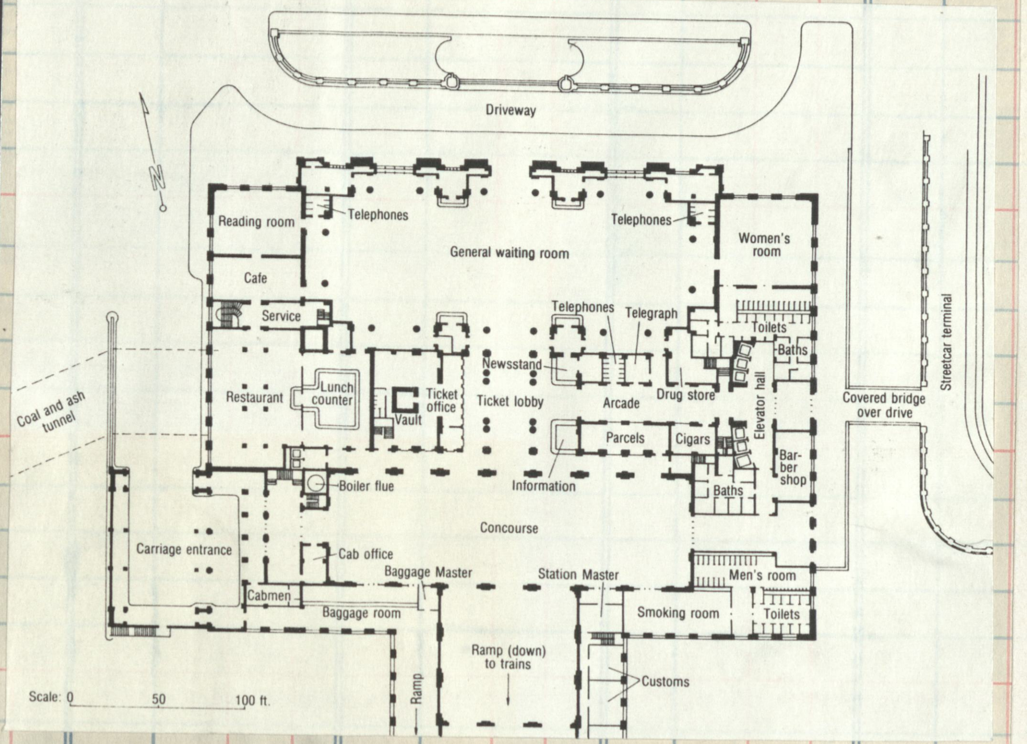


Opened 1913



Detroit

Detroit *News*.


Driveway
N
Reading room
Telephones
General waiting room
Telephones
Women's room
Cafe
Service
Telephones
Telegraph
Toilets
Baths
Newsstand
Coal and ash tunnel
Restaurant
Lunch counter
Vault
Ticket office
Ticket lobby
Arcade
Drug store
Elevator hall
Covered bridge over drive
Streetcar terminal
Parcels
Cigars
Bar-ber shop
Boiler flue
Information
Baths
Concourse
Carriage entrance
Cab office
Baggage Master
Station Master
Men's room
Cabmen
Baggage room
Smoking room
Toilets
Ramp (down) to trains
Customs
Ramp
Scale: 0 50 100 ft.

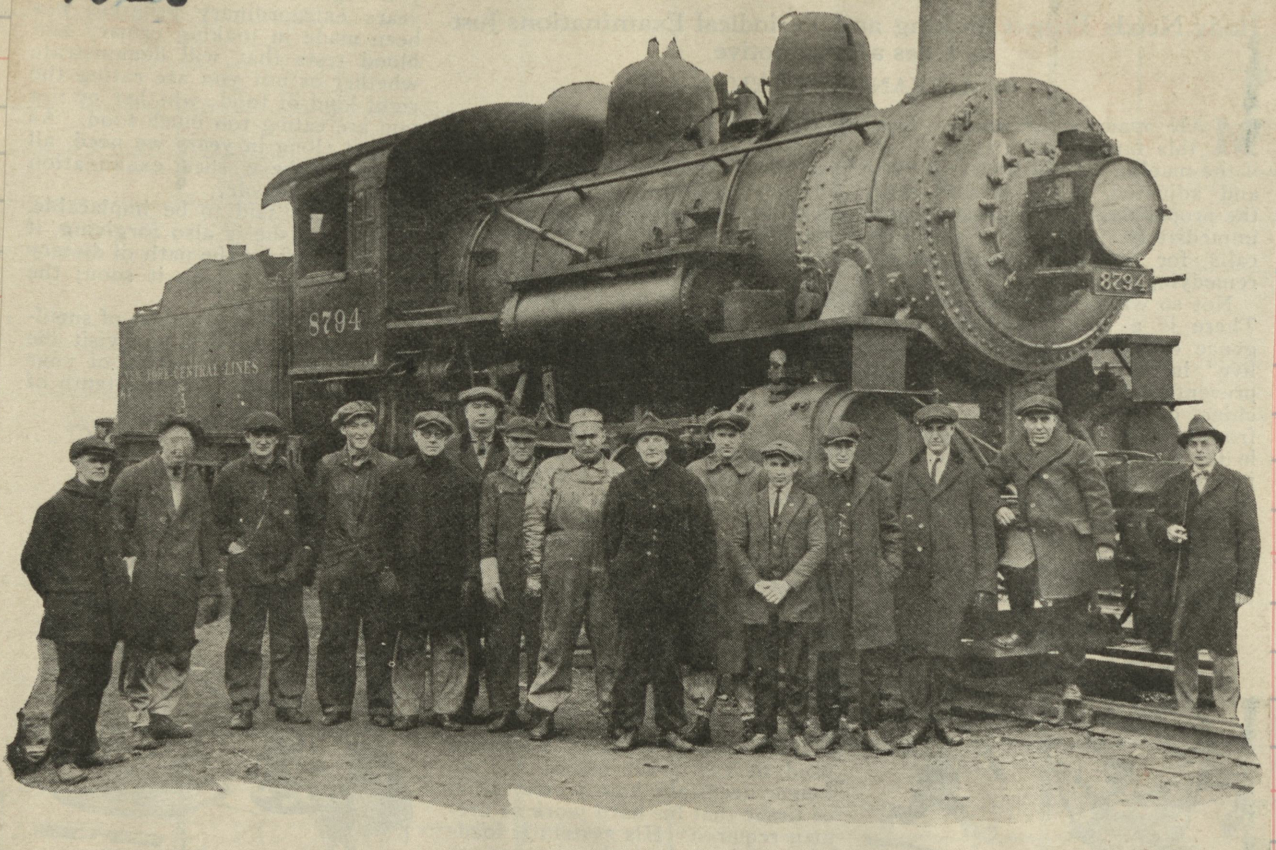
MC's arrivals and departures in 1929

Detroit

ARRIVALS		NAME, FROM	DEPARTURES		NAME, TO
12:50 AM	19	**CANADIAN**, WINDSOR	12:30 AM	7	**MOTOR CITY SPECIAL**, CHICAGO
1:00 AM	CP 19	**CANADIAN**, MONTREAL, TORONTO			
1:10 AM	20	**CANADIAN**, CHICAGO	1:01 AM	227	**DETROIT-CLEVELAND SPECIAL**, CLEVELAND, PITTSBURGH
			1:15 AM	19	**CANADIAN**, CHICAGO
			1:30 AM	CP 20	**CANADIAN**, TORONTO, MONTREAL
2:40 AM(a)	39	**NORTH SHORE LIMITED**, NEW YORK			
5:05 AM	222	**CLEVELAND-DETROIT SPECIAL**, CLEVELAND			
5:35 AM	41	**NUMBER FORTY-ONE**, NEW YORK			
			5:45 AM	41	**NUMBER FORTY-ONE**, CHICAGO
			6:05 AM+	2	BUFFALO
7:05 AM	17	**WOLVERINE**, NEW YORK			
7:10 AM	6	**DETROIT NIGHT EXPRESS**, CHICAGO			
7:20 AM	CP 635	TORONTO	7:15 AM	17	**WOLVERINE**, CHICAGO
7:25 AM	302	**MICHIGAN LIMITED**, CINCINNATI			
7:50 AM	202	SAULT STE. MARIE, MACKINAW CITY/ALPENA			
7:55 AM	304	**LAKE CITIES SPECIAL**, PITTSBURGH			
8:10 AM	16	**MOTOR CITY SPECIAL**, CHICAGO	8:00 AM	301	**DETROIT-TOLEDO LIMITED**, CINCINNATI
8:10 AM	332	**DETROIT-TOLEDO LIMITED**, INDIANAPOLIS	8:10 AM	105	GRAND RAPIDS
8:20 AM	56	**DE WITT CLINTON**, CHICAGO	8:20 AM	203	MACKINAW CITY
			8:30 AM	221	TOLEDO, CLEVELAND
8:35 AM	13	**NEW ENGLAND WOLVERINE**, BOSTON	8:35 AM	56	**DE WITT CLINTON**, NEW YORK
			8:40 AM	13	**NEW ENGLAND WOLVERINE**, CHICAGO
8:45 AM	47	**DETROITER**, NEW YORK	8:45 AM	CP 634	TORONTO
			9:00 AM	9	**CHICAGO SPECIAL**, CHICAGO
			9:05 AM+	5	CHICAGO
10:30 AM	46	**FAST MAIL**, CHICAGO			
11:00 AM	5	BUFFALO			
11:40 AM+	11	ST. THOMAS			
12:00 PM+	102	GRAND RAPIDS			
12:50 PM	224	**WESTERNER**, TOLEDO, CLEVELAND	12:05 PM	303	**FLAMINGO/PONCE DE LEON**, CINCINNATI/COLUMBUS
			1:30 PM	305	**PITTSBURGH EXPRESS**, PITTSBURGH
			1:30 PM+	107	**GRAND RAPIDS**
1:50 PM	15	**NUMBER FIFTEEN**, NEW YORK			
2:20 PM	CP 21	MONTREAL	2:00 PM	15	**NUMBER FIFTEEN**, CHICAGO
2:40 PM	23	**WESTERN EXPRESS**, NEW YORK	2:30 PM	36	**ATLANTIC EXPRESS**, BUFFALO
3:00 PM	30	**NIAGARA FALLS DE LUXE SPECIAL**, CHICAGO	2:55 PM	23	**WESTERN EXPRESS**, CHICAGO
			3:05 PM	30	**NIAGARA FALLS DE LUXE SPECIAL**, BUFFALO
			3:05 PM	321	**MOTOR QUEEN**, CINCINNATI
3:25 PM	29	**NIAGARA FALLS DE LUXE SPECIAL**, BUFFALO			
			3:30 PM	29	**NIAGARA FALLS DE LUXE SPECIAL**, CHICAGO
			4:00 PM	223	CLEVELAND
4:10 PM	108	GRAND RAPIDS			
4:12 PM	208	BAY CITY			
4:15 PM	44	**NEW YORK CITY EXPRESS**, CHICAGO			
4:23 PM	312	**CLEVELAND-DETROIT EXPRESS/FLAMINGO/ PONCE DE LEON**, CLEVELAND/CINCINNATI			
			4:28 PM	44	**NEW YORK CITY EXPRESS**, NEW YORK/BOSTON
			4:30 PM	25	**TWILIGHT LIMITED**, CHICAGO
			4:40 PM	CP 22	**OVERSEAS**, MONTREAL
			4:45 PM+	12	ST. THOMAS
			5:15 PM+	205	BAY CITY
			5:15 PM	21	**KALAMAZOO EXPRESS**, CHICAGO
			5:30 PM	225	**TRI-CITY SPECIAL**, CLEVELAND/COLUMBUS
5:35 PM+	2	CHICAGO	5:35 PM	109	GRAND RAPIDS
5:45 PM	8	**WOLVERINE**, CHICAGO			
			5:55 PM	8	**WOLVERINE**, NEW YORK/PHILADELPHIA/BOSTON
6:30 PM	10	**NEW YORK AND BOSTON SPECIAL**, CHICAGO			
			6:45 PM	10	**NEW YORK AND BOSTON SPECIAL**, NEW YORK/BOSTON
7:00 PM	4	**DETROIT SPECIAL**, CHICAGO	7:00 PM	48	**DETROITER**, NEW YORK
7:30 PM	226	**BUFFALO-PITTSBURGH-DETROIT SPECIAL**, CLEVELAND			
8:10 PM	310	**OHIO SPECIAL**, CINCINNATI			
8:30 PM	45	**PACIFIC EXPRESS**, BUFFALO			
8:45 PM	306	**PITTSBURGH-DETROIT EXPRESS**, PITTSBURGH			
9:20 PM	228	**TRI-CITY SPECIAL**, CLEVELAND/COLUMBUS			
9:35 PM	110	GRAND RAPIDS	9:30 PM	207	MACKINAW CITY, SAULT STE. MARIE
9:40 PM	322	**MOTOR QUEEN**, CINCINNATI			
9:45 PM+	206	MACKINAW CITY			
10:25 PM	51	**CENTRAL EXPRESS**, BUFFALO			
10:30 PM	26	**TWILIGHT LIMITED**, CHICAGO			
10:45 PM	CP 633	TORONTO	10:45 PM	45	**PACIFIC EXPRESS**, CHICAGO
			11:00 PM	307	**PITTSBURGH SPECIAL**, PITTSBURGH
			11:20 PM	309	**OHIO SPECIAL**, CINCINNATI
11:35 PM	14	**NIAGARA FALLS AND EASTERN EXPRESS**, CHICAGO			
			11:45 PM	215	BAY CITY, ALPENA
			11:45 PM	317	**INDIANA SPECIAL**, INDIANAPOLIS
			11:50 PM	14	**NIAGARA FALLS AND EASTERN EXPRESS**, NEW YORK

Notes:
All times Eastern Standard Time.
+ indicates daily except Sunday; all other trains daily.
(a) **North Shore Limited** stopped westbound only to discharge passengers from Niagara Falls, Buffalo, and east; eastbound **North Shore Limited** made no Detroit passenger stop.
Source: December 1929 **Official Guide**.

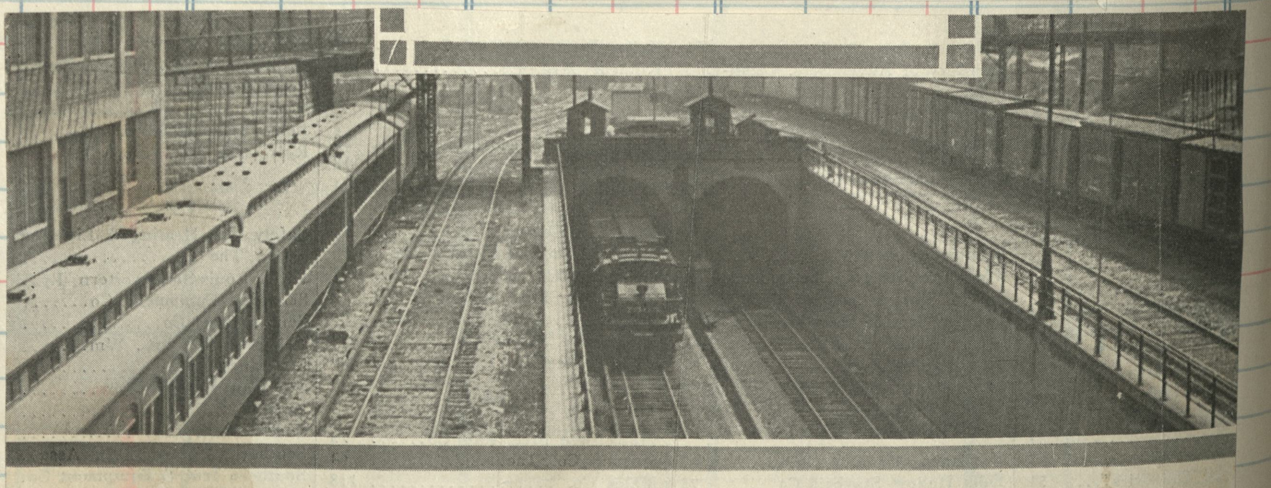
1923


8794
8794
NEW YORK CENTRAL LINES

The Yard Master, General Car Foreman and crew who handle passenger trains out of the Detroit New Passenger Station. Left to right: J. A. Bell and E. A. Jennings, Yard Brakemen; John McGowan and Dave McNorgan, Electricians; C. J. Nelson and C. R. Porter, Yard Brakemen; J. F. Gibbons, Fireman; H. Chaplin, Engineer; W. A. Kehahn and V. W. Hackman, Conductors; John Munley and R. Shearer, Asst. Car Foremen; J. P. Carney, General Car Foreman; George Hawkins, Yard Master and J. Wyn Matthews, Clerk, Office Supt. Rolling Stock.

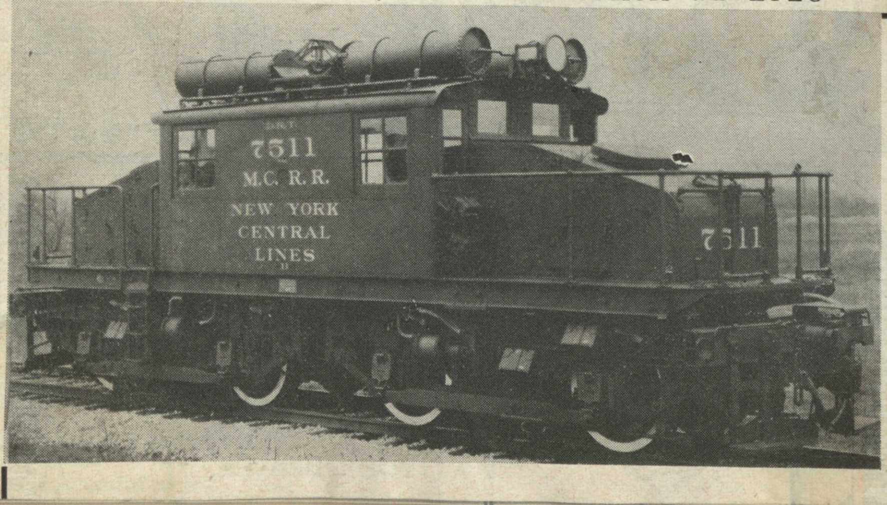
Norman H. Hammerl.

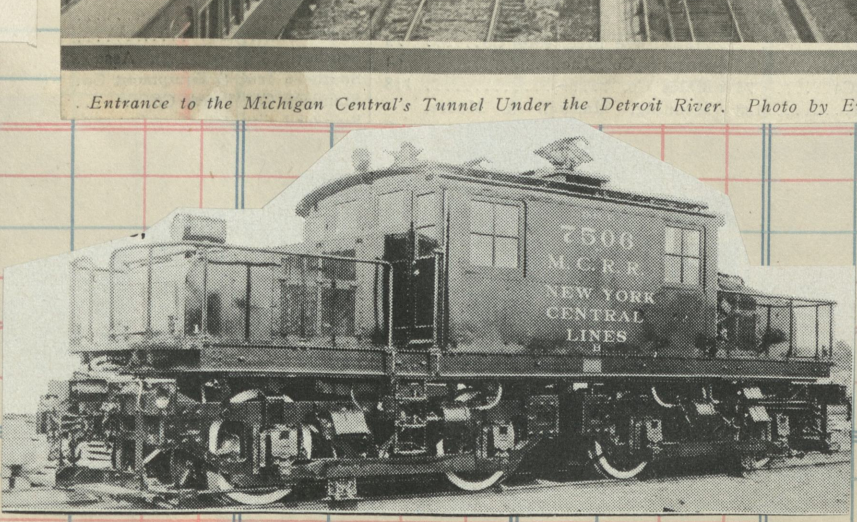
AT front entrance, it's like a cathedral.



Entrance to the Michigan Central's Tunnel Under the Detroit River. Photo by Ewing Galloway

7510-7511 R-1b c/n 66450 Schen-GE 1926


7511
M.C.R.R.
NEW YORK CENTRAL LINES
7511


7506
M.C.R.R.
NEW YORK CENTRAL LINES

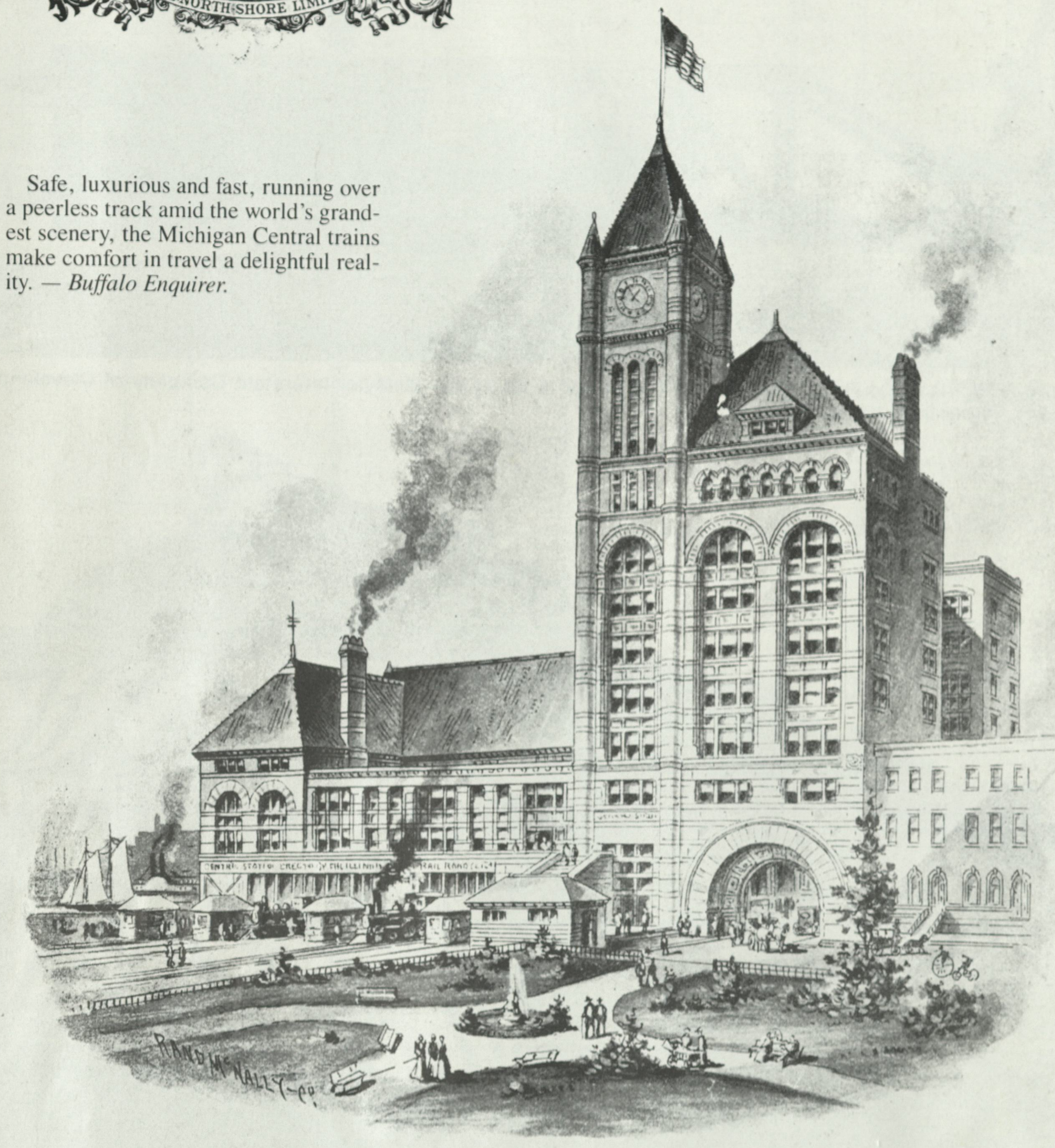
7506-7509 R-1a C/n 4595 G.E. 1914

Clos. No.

MICHIGAN CENTRAL
"THE NIAGARA FALLS ROUTE"
THE NORTH SHORE LIMITED

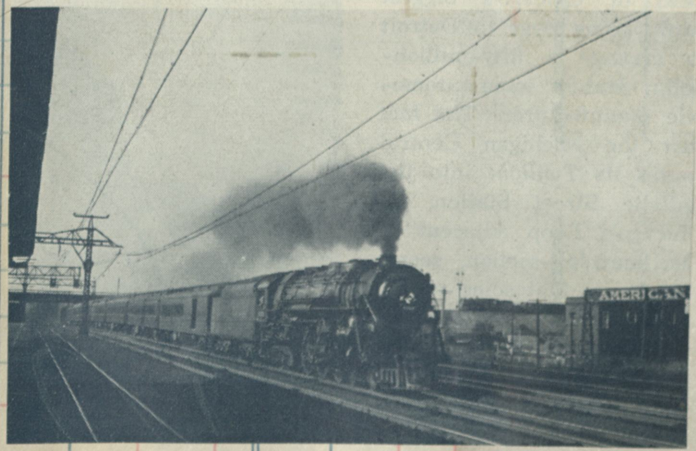
There be three things which make a nation great and prosperous — a fertile soil, busy workshops, and easy conveyance for men and goods from place to place. — *Lord Byron.*

Safe, luxurious and fast, running over a peerless track amid the world's grandest scenery, the Michigan Central trains make comfort in travel a delightful reality. — *Buffalo Enquirer.*


RAND McNALLY-CO.

The New Central Station — Chicago, Lake Front, Park Row and Twelfth Street.

The Twilight Limited, Chicago-Detroit on the Michigan Central.



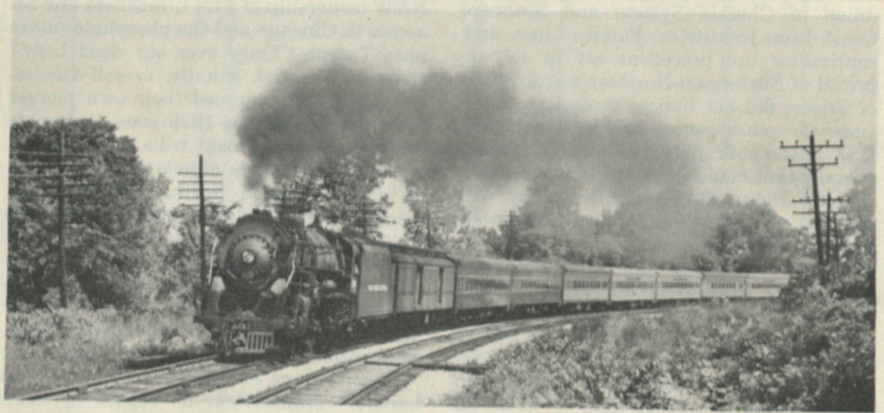
No. 31—The Twilight Limited. Daily.
Arrives at La Salle Street Station.
Club Lounge..★Detroit to Chicago—Buffet.
Parlor Cars...★Detroit to Chicago.
Observation Parlor Car..★Detroit to Chicago.
Dining Car...★Detroit to Chicago.
Coach........★Detroit to Chicago. (Reclining Seat De Luxe.)

Trn #31 near Wayne, Mich.

No. 58—The Niagara—Daily
Lounge Car
  ★Buffalo to Albany—Buffet
Sleeping Cars
  ★Chicago to New York (12 Sec.-D.R.)
  ★Chicago to New York via Welland and Niagara Falls (8 Sec.-D.R.-2 Comp.)—*In No. 4 from Buffalo*
  ★Chicago to Buffalo (10 Sec.-3 Double Bedroom)
  ★Detroit to New York (10 Sec.-2 D.R.) } *Open 10.00 p.m.*
  ★Detroit to Buffalo (14 Sec.) }
Dining Cars
  ★Chicago to Jackson—Diner Lounge
  ★Detroit to Albany—Diner Lounge
Coaches
  Chicago to Buffalo
  ★Buffalo to New York

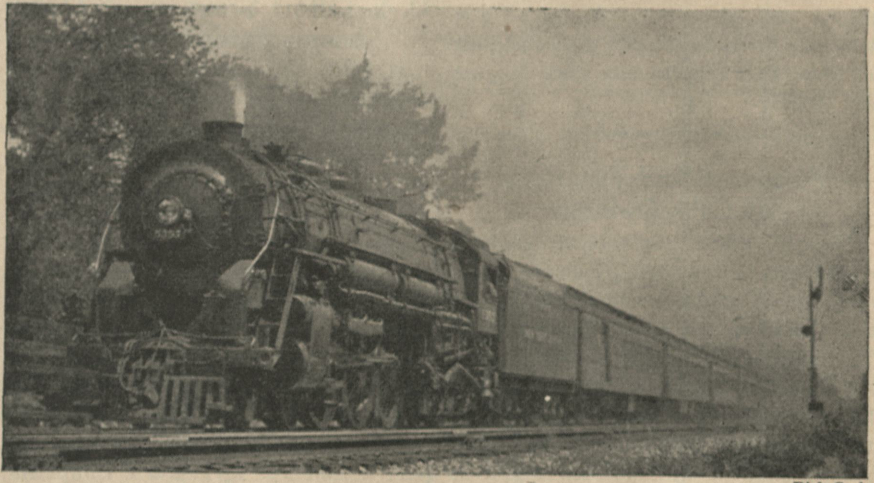
mount

1st and 2nd #58 waiting to depart from Central Station-Chicago



Robert A. Hadley.

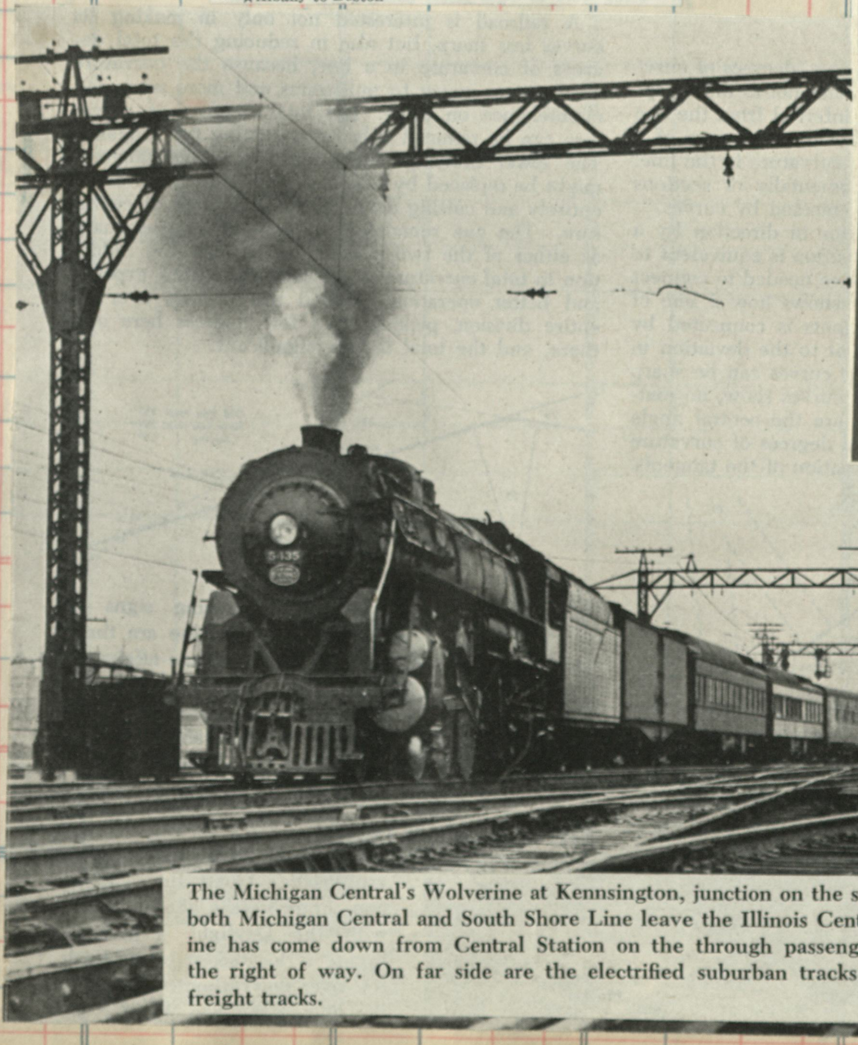
HANDSOME HUDSON 5412 rolls the Central's Mercury west of Ypsilanti, Mich.



Dick Cook

NEW YORK CENTRAL'S ENGINE 5353 PULLING "WOLVERINE"
This photo was taken on the Michigan Central division near Porter, Ind., with the train bound for Chicago.

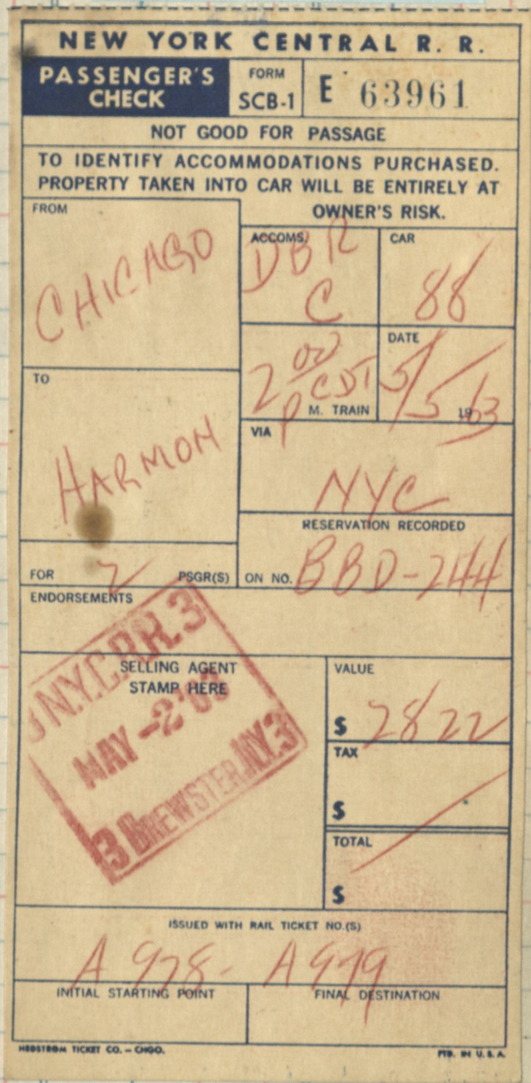
No. 8—The Wolverine—Daily
Via Michigan Central
Lounge Car ★Chicago to New York (8 Sec.-Buffet)
Sleeping Cars
  ★Chicago to New York (8 Sec.-5 Double Bedroom)
  ★Chicago to New York (8 Sec.-D.R.-2 Comp.)
  ★Chicago to Boston (8 Sec.-D.R.-2 Comp.)
  ★Detroit to Boston (8 Sec.-4 Double Bedroom)
  ★Bay City to New York (8 Sec.-D.R.-2 Comp.)
  ★Niagara Falls to New York (12 Sec.-2 Double Bedroom)
  ★Pittsburgh to Boston (8 Sec.-D.R.-3 Double Bedroom)—
    No. 84 at Buffalo; B. & A. No. 8
★Dining Car serving all meals
Coaches
  ★Chicago to New York (Reclining Seat—DeLuxe)
  ★Albany to Boston



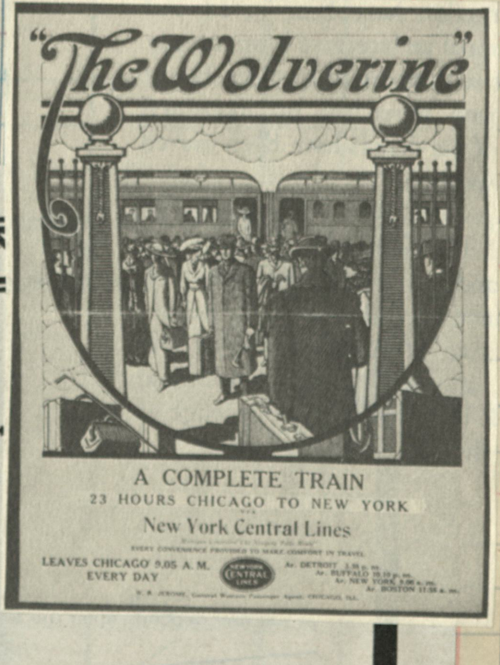
The Michigan Central's Wolverine at Kennsington, junction on the south side of Chicago where both Michigan Central and South Shore Line leave the Illinois Central main line. The Wolverine has come down from Central Station on the through passenger tracks in the middle of the right of way. On far side are the electrified suburban tracks and on near side are the freight tracks.

mount

Sleeping car space
held by M/M Mck on
Trn #8 5/5/63



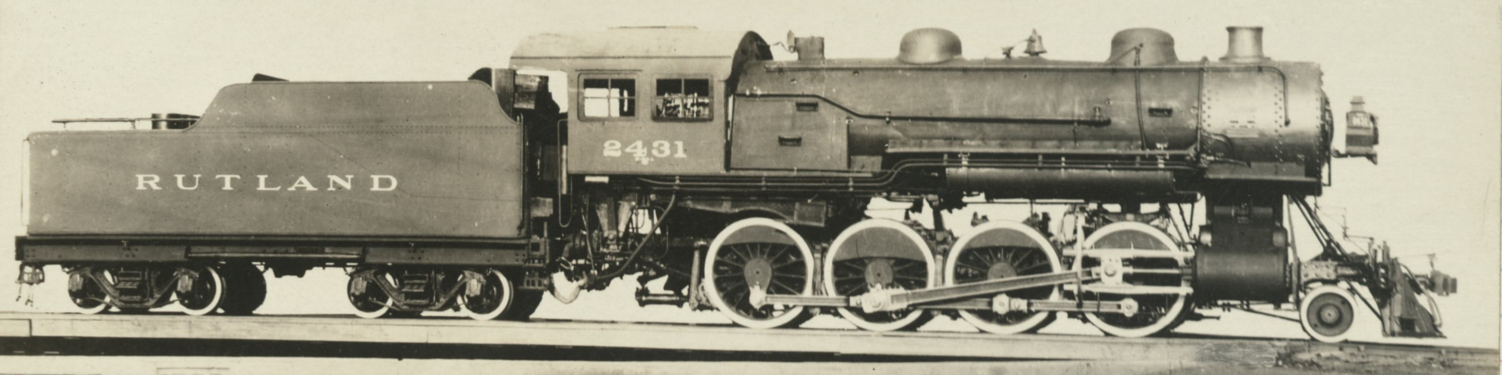
NEW YORK CENTRAL R. R.
PASSENGER'S CHECK FORM SCB-1 E 63961
NOT GOOD FOR PASSAGE
TO IDENTIFY ACCOMMODATIONS PURCHASED. PROPERTY TAKEN INTO CAR WILL BE ENTIRELY AT OWNER'S RISK.
FROM CHICAGO
ACCOMS. DBR C
CAR 88
TO HARMON
2⁰⁰ P CST M. TRAIN
DATE 5/5 1963
VIA NYC
RESERVATION RECORDED
FOR 2 PSGR(S) ON NO. BBD-244
ENDORSEMENTS
SELLING AGENT STAMP HERE N.Y.C.R.R. 3 MAY -2 63 BREWSTER, N.Y. 3
VALUE $ 28 22
TAX $
TOTAL $
ISSUED WITH RAIL TICKET NO.(S) A 978 - A 979
INITIAL STARTING POINT
FINAL DESTINATION
HEDSTROM TICKET CO. — CHGO.
PTD. IN U.S.A.



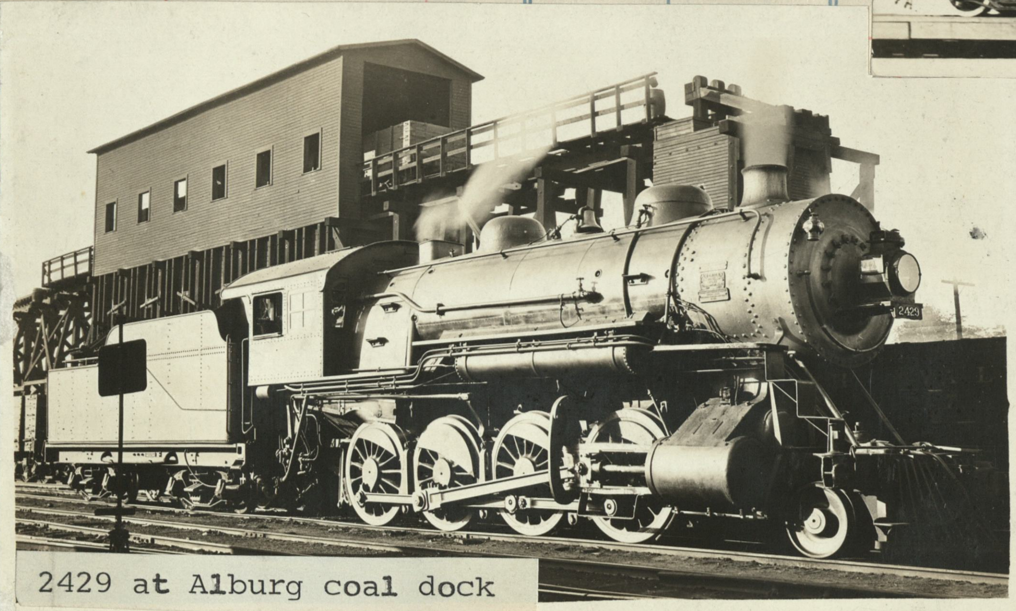
A COMPLETE TRAIN
23 HOURS CHICAGO TO NEW YORK
New York Central Lines
LEAVES CHICAGO 9.05 A.M.
EVERY DAY

The "poor ol' Rutland" enjoyed only a brief period of prosperity and that was during the years 1904-1912 when under control of the New York Central. During this time the NYC brought in new 2-8-0's and 4-6-0's to update the Rutland roster.

NEW YORK CENTRAL LINES
RUTLAND RAILROAD COMPANY.

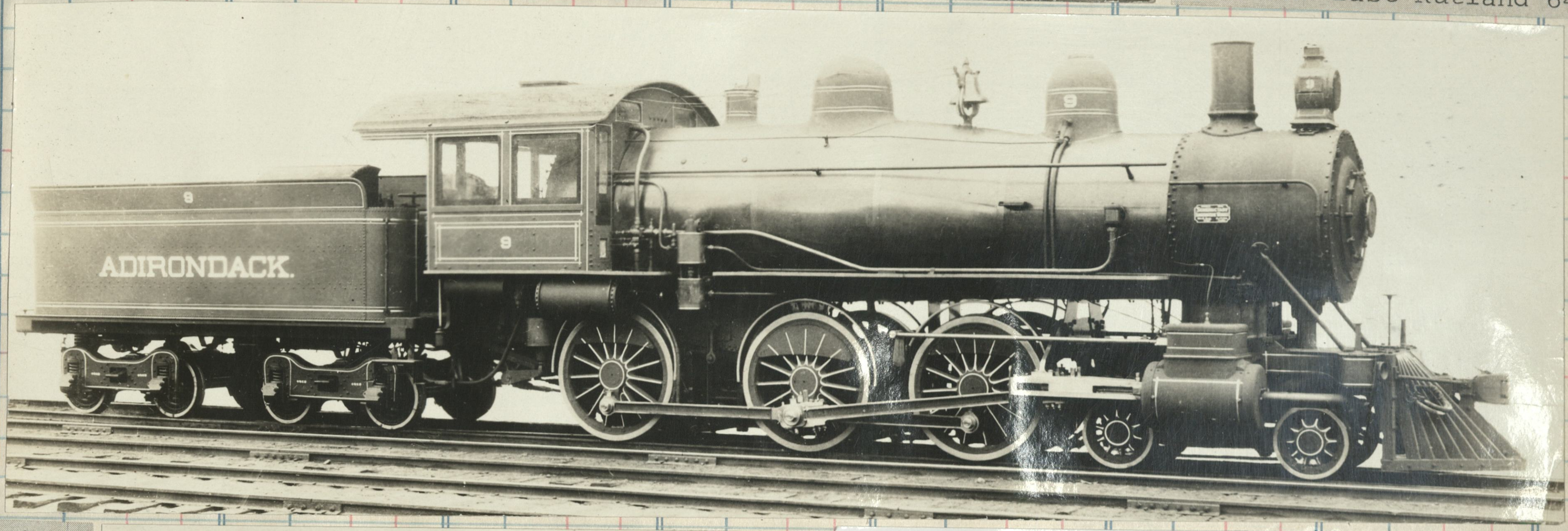


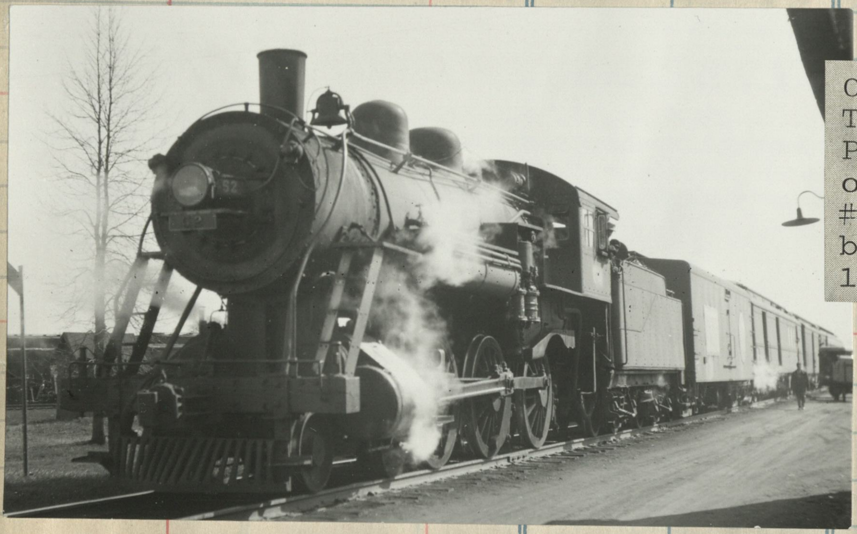
Under NYC numbers 2426-2431 Schenectady 1913 c/n 53285 class G-34d renoed Rut #31



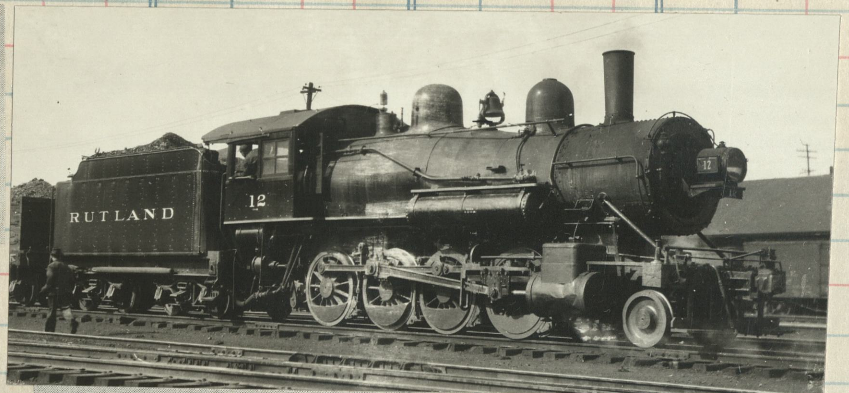
2429 at Alburg coal dock

A "fancy Dan" 10 wheeler blt for Dr. Webb's StL&A. #9 was delivered by Schenectady 1898 c/n 4933. To CV 252, then Rut 421, NYC 2154, 2064 and last Rutland 64.

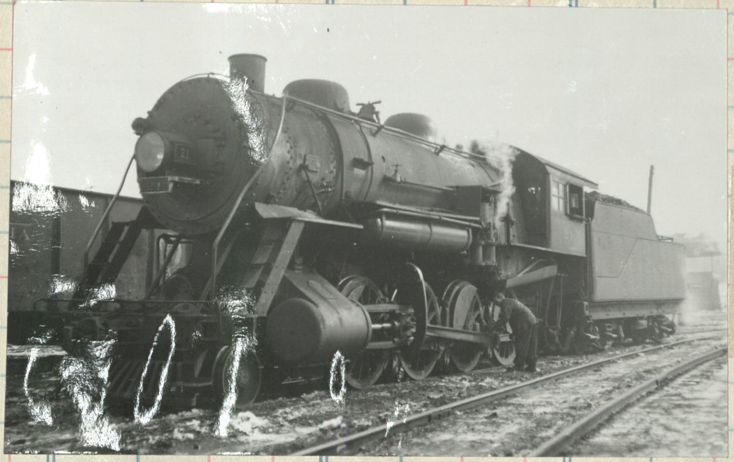




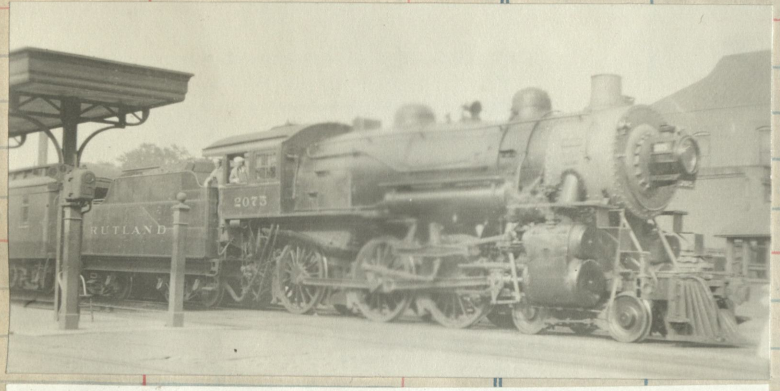
Ogdensburg Div Trn #3 at Rouses Point. Eng #52, org #422, NYC #2052. 4-6-0, blt by Schen 1902 c/n 26576



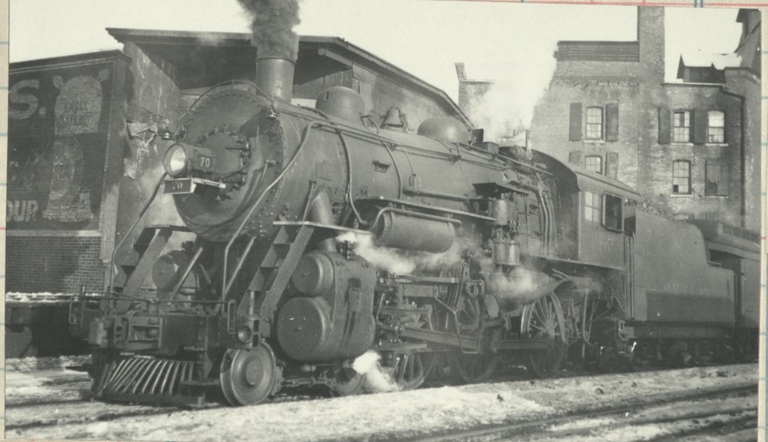
#12 was blt by Schenectady 1897 as O&LC #341 c/n 4647. Noed 552 NYC 2426, 2403 and last Rut #12.



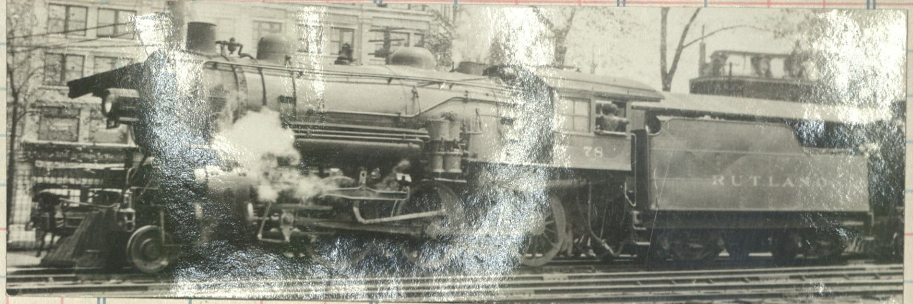
#21 2-8-0 Delivered by Schenectady 1907 noed 2418-2423 c/n 43040



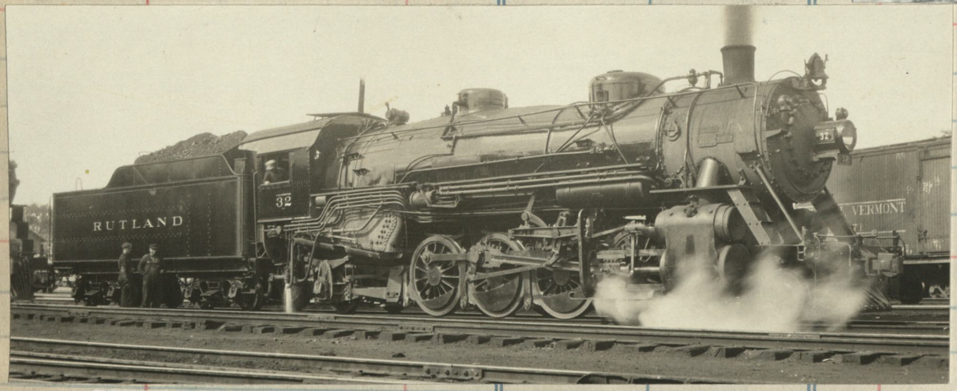
2074-2079 c/n 51565 Schen 1912



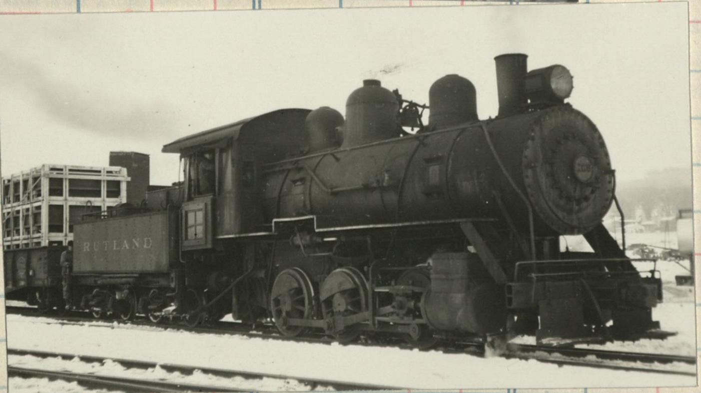
4-6-0 #70 NYC 2036,2070 Schen 1910 c/n 47308



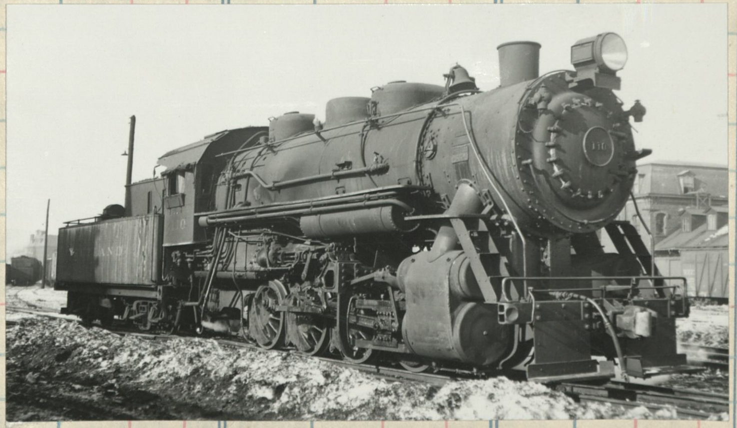
Former 2078 c/n 51568



#32, "W.B.Carpenter", one of six (32-37) USRA Mikes blt by Schen 1918 c/n 59609



105 c/n 53286 Manchester 1913



110 c/n 60159 Pittsburgh 1918

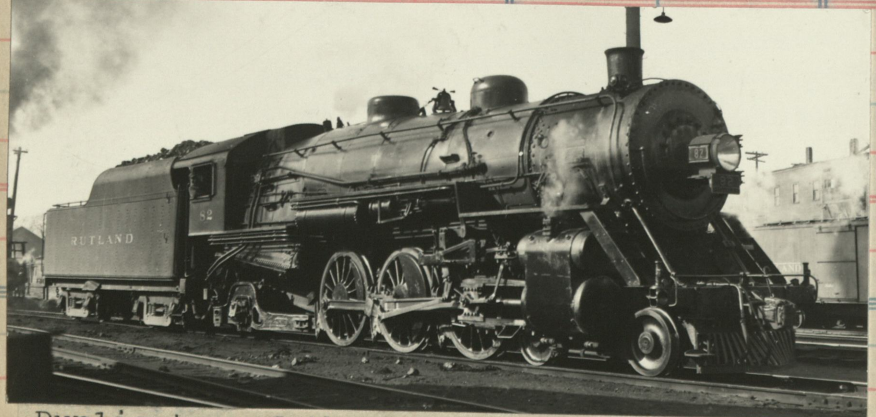
Another De Luxe Montreal Train via Rutland Route

1924

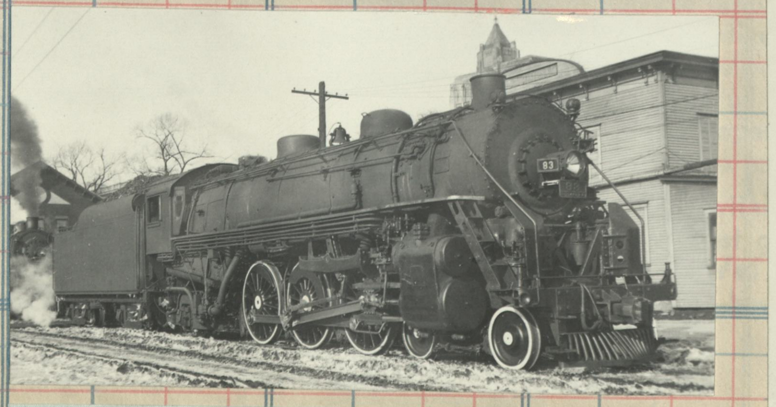
ON Sunday, June 22, the New York Central Railroad put into service another new de luxe train to Montreal, named "The Mount Royal," operating north of Troy, N. Y., via the Rutland Railroad.

The putting into service of the "Mount Royal" brings the list of new de luxe trains added to the New York Central passenger service within the past two months up to four. The first of these trains was the "Ohio State Limited," plying between New York, Boston, Cincinnati and Toledo, which made its first scheduled trip April 27. The second train, which started running May 18, was "The Canadian," which provides over-night de luxe service between New York and Hamilton and Toronto, Canada. Then followed the third, "The Montreal Limited," and now comes the fourth, "The Mount Royal."

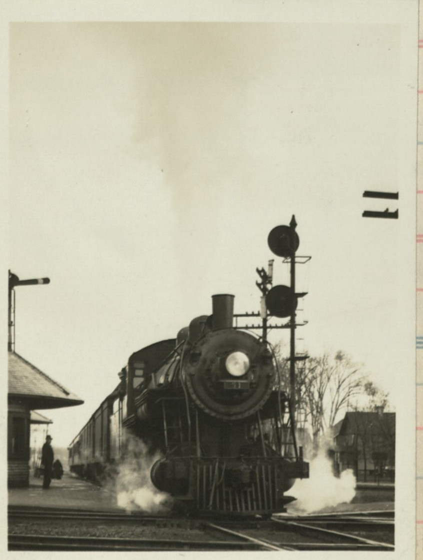
The equipment on the "Mount Royal" consists of a club car, compartment and drawing room Pullmans, and first class coaches. The train leaves Grand Central Terminal at 8:40 P.M. (Eastern Standard Time), arriving at Bonaventure Station, Montreal, the next morning at 7:50 A.M. Returning, the new train leaves Montreal at 8:25 P.M., arriving at New York at 7:30 A.M. the following morning.



Duplicates of the NYC K-11 class, nos 80-82 from Schenectady 1925 c/n 66329



In 1929 Schenectady delivered three classic Pacifics [83-85] c/n 68052

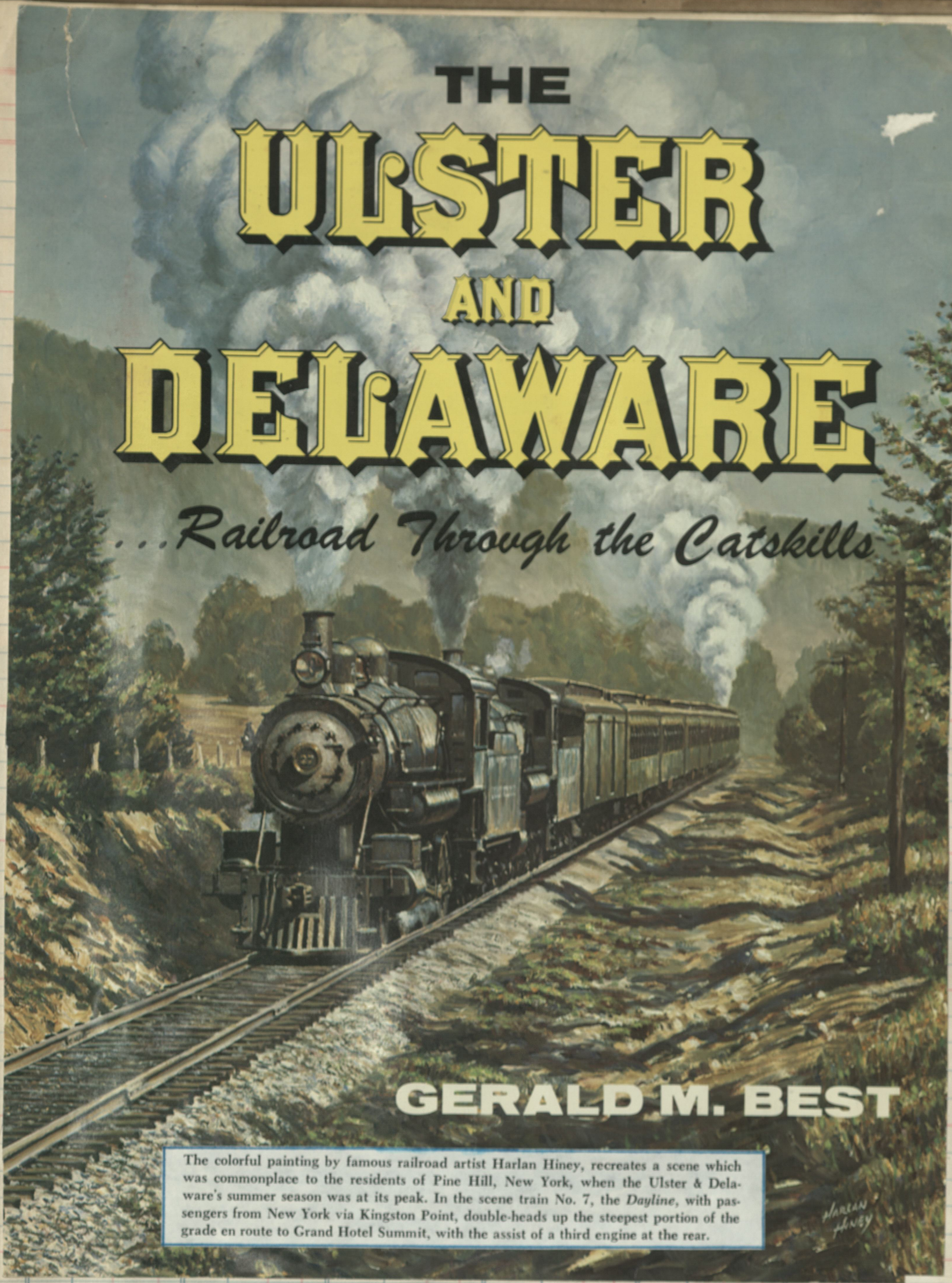


Eastbound Trn #6 with Eng #51 at Malone Jct in April 1938

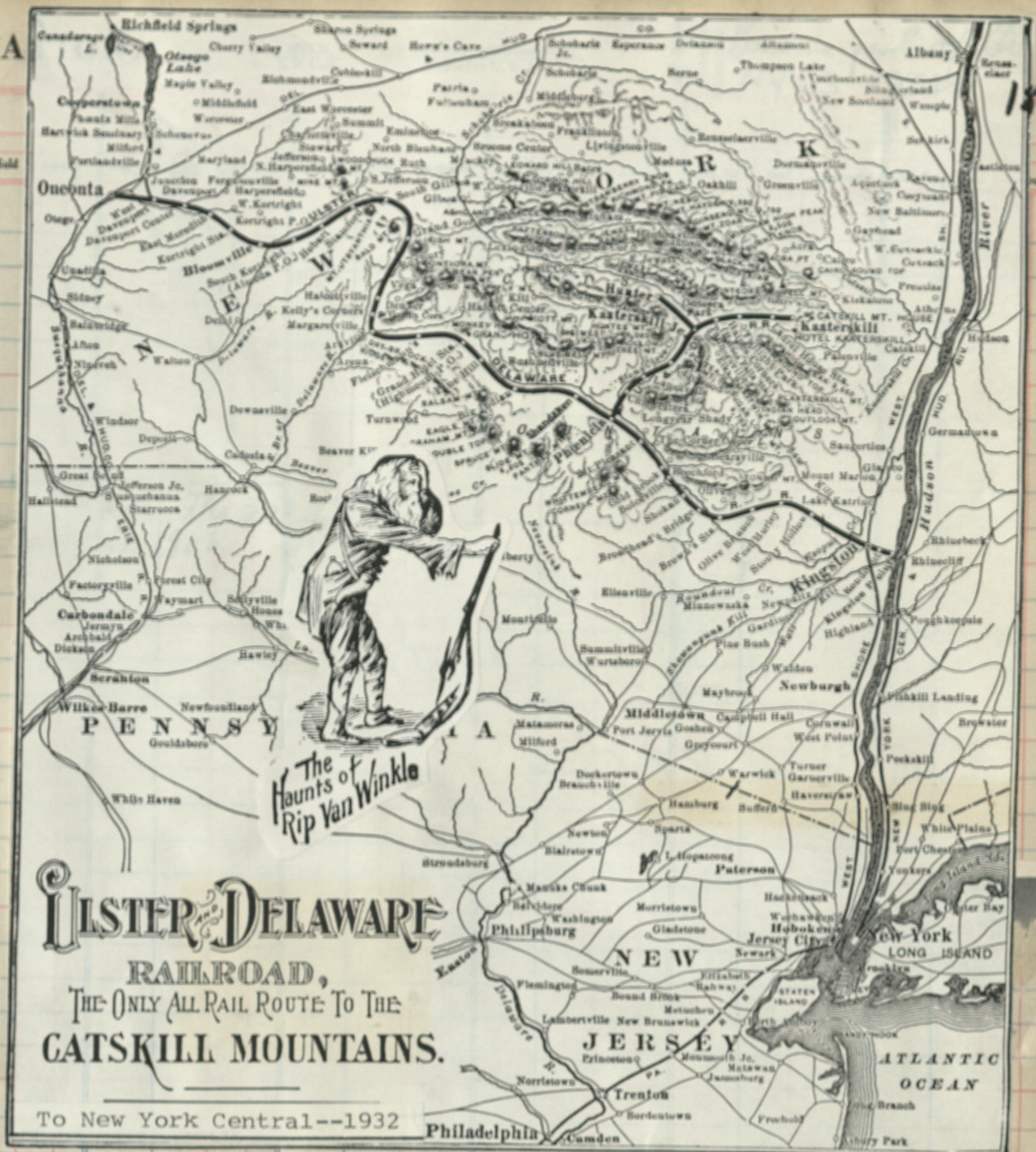
foto by C. C. Badger

Vol 7

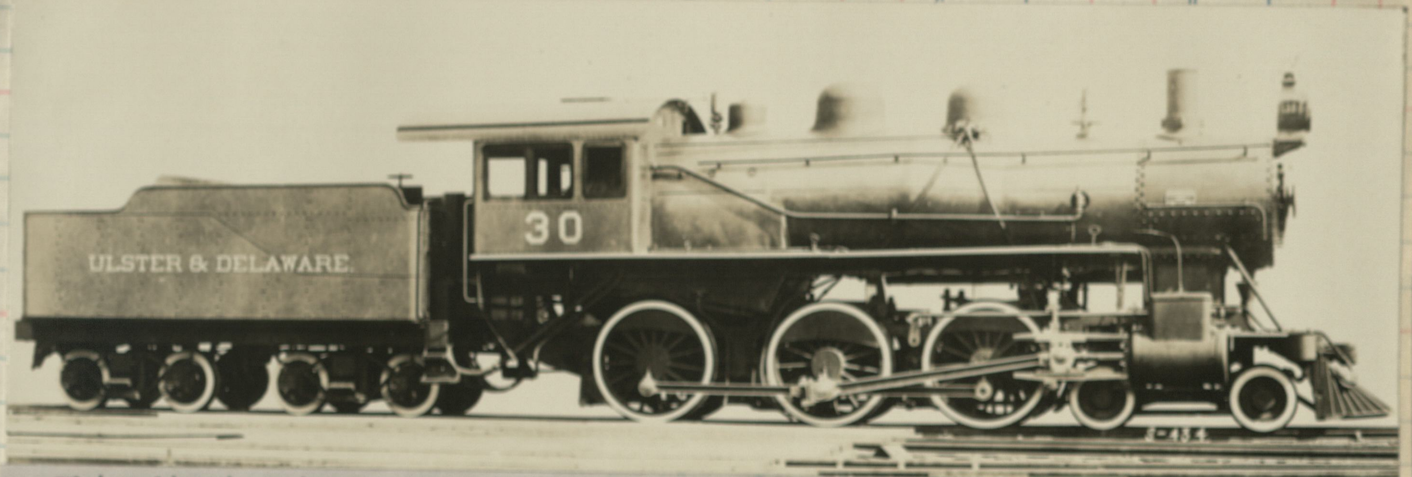
Total Accounted for


THE
ULSTER
AND
DELAWARE
...Railroad Through the Catskills
GERALD M. BEST
Harlan Hiney

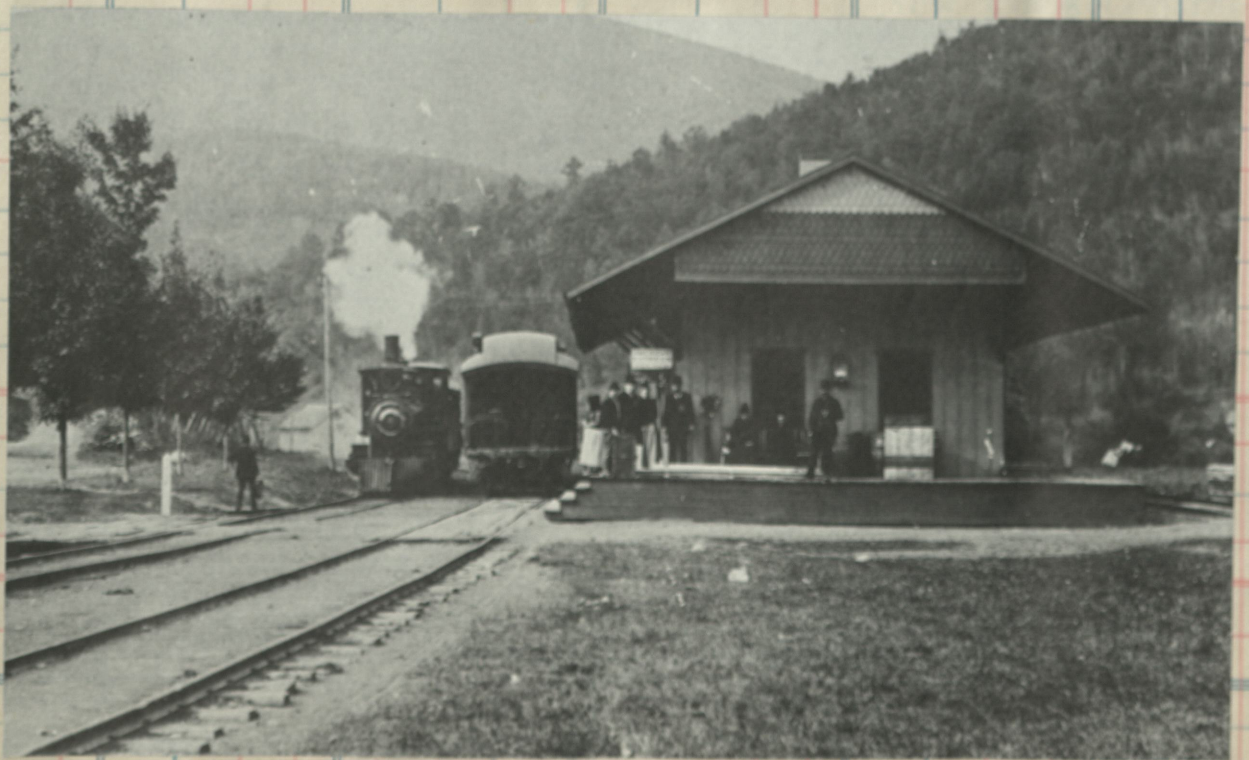
The colorful painting by famous railroad artist Harlan Hiney, recreates a scene which was commonplace to the residents of Pine Hill, New York, when the Ulster & Delaware's summer season was at its peak. In the scene train No. 7, the *Dayline*, with passengers from New York via Kingston Point, double-heads up the steepest portion of the grade en route to Grand Hotel Summit, with the assist of a third engine at the rear.


ULSTER & DELAWARE
RAILROAD,
THE ONLY ALL RAIL ROUTE TO THE
CATSKILL MOUNTAINS.
The Haunts of Rip Van Winkle
NEW YORK
PENNSYLVANIA
NEW JERSEY
ATLANTIC OCEAN
Hudson River
Albany
Kingston
Oneonta
Cooperstown
Newburgh
New York
Philadelphia
Trenton
Scranton

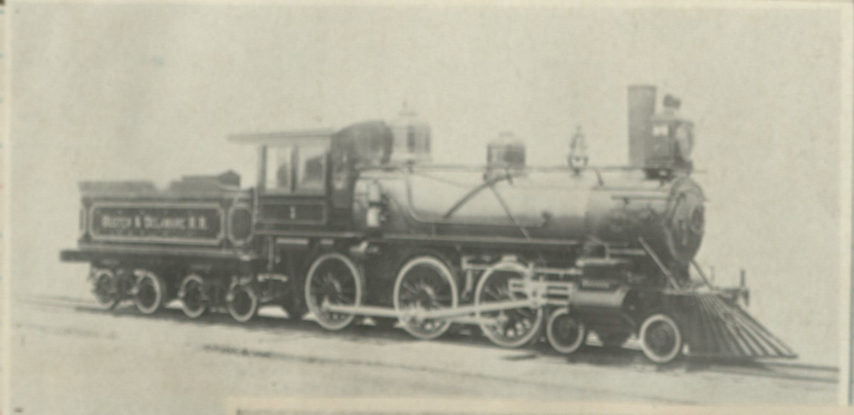
To New York Central--1932


ULSTER & DELAWARE.
30

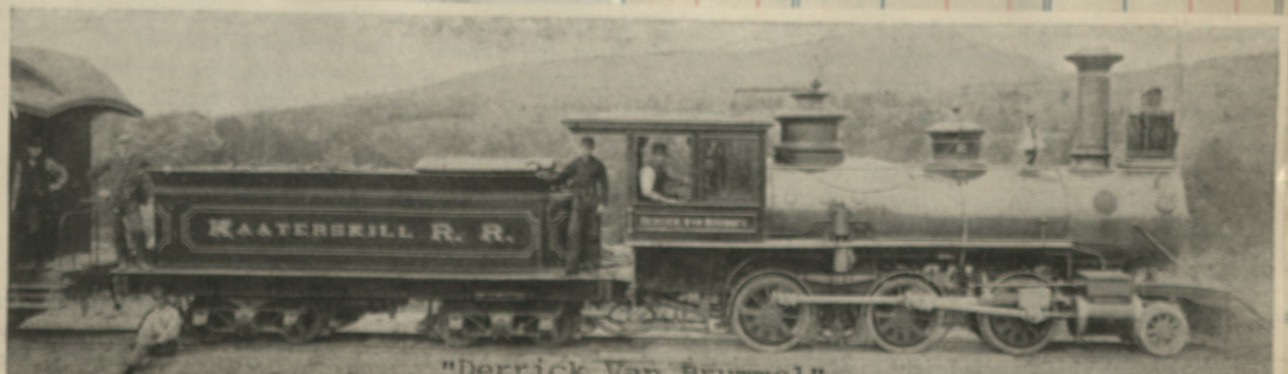
This distinguished Ten Wheeler was one of six ordered from Schenectady in 1906. Noed 30-35. #30 later NYC #808, 1222 c/n 39952



Train time at Big Indian. From this spot, westbound, it is a steady climb on a grade of over 3% to Grand Hotel station.

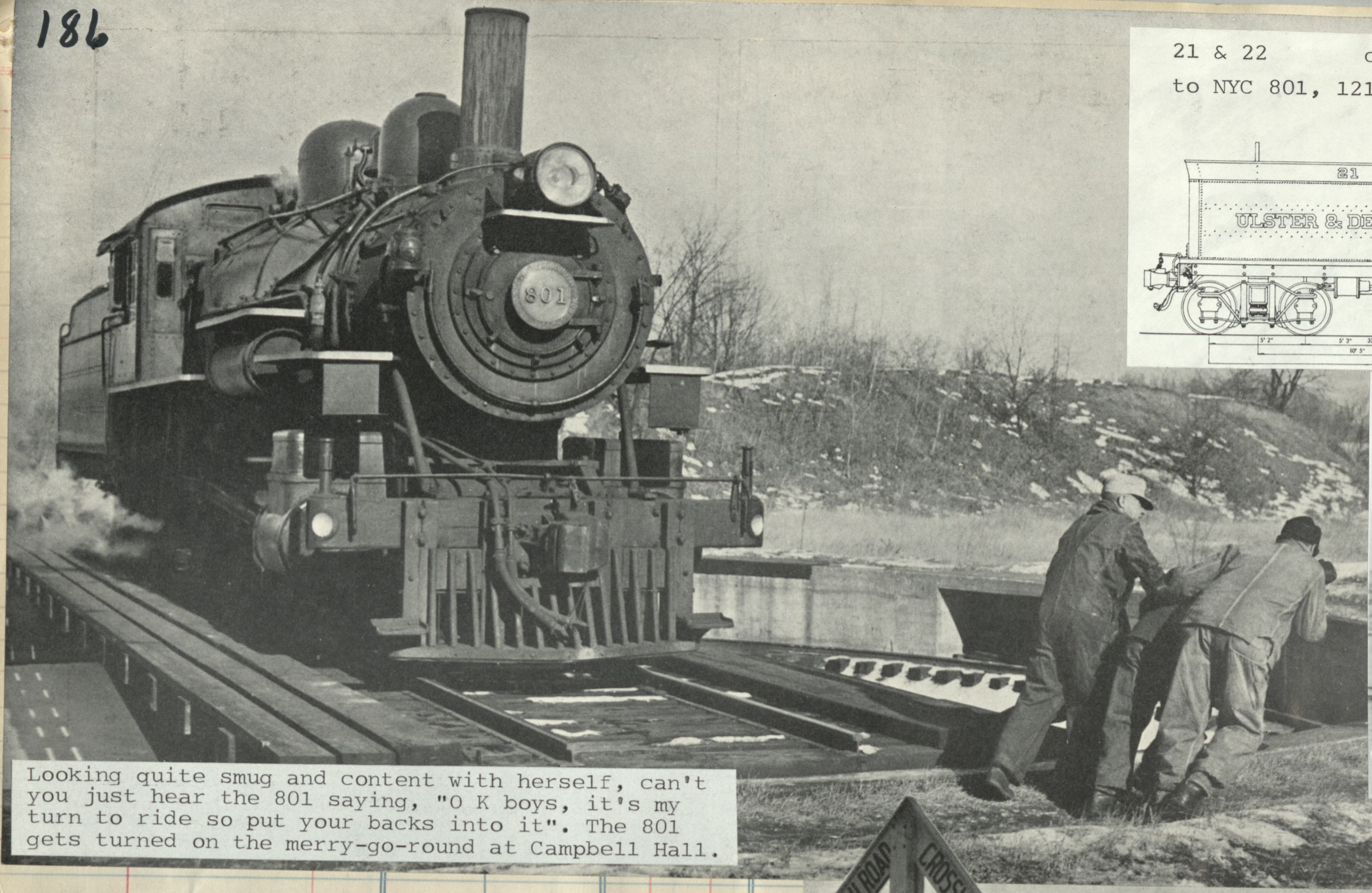


2nd #1 was another of the excellent Brooks Ten Wheelers. Built in 1892, c/n 2091. Renoed 2nd #17. Sold in 1907 to S.I.& E. [#558] Rebuilt and sold to Atlanta & StAndrews Bay 110.


KAATERSKILL R. R.

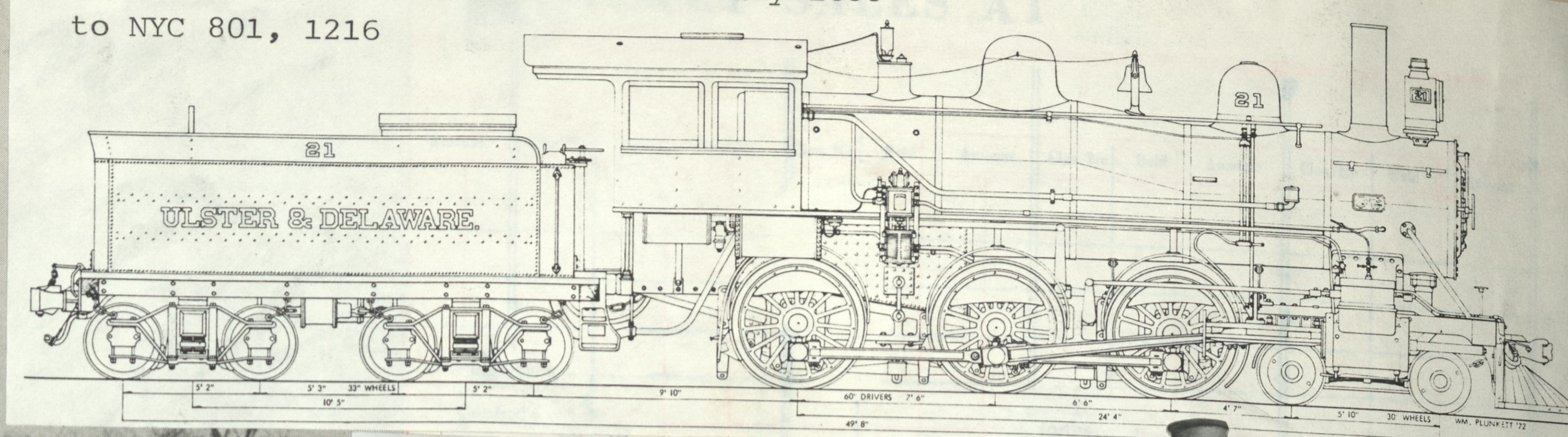
"Derrick Van Brummel"

A sturdy three foot Mogul built by Brooks [c/n 936] in 1883. Renoed U.& D. #5 in 1894 and worked for another five years when the narrow gauge was converted to standard.

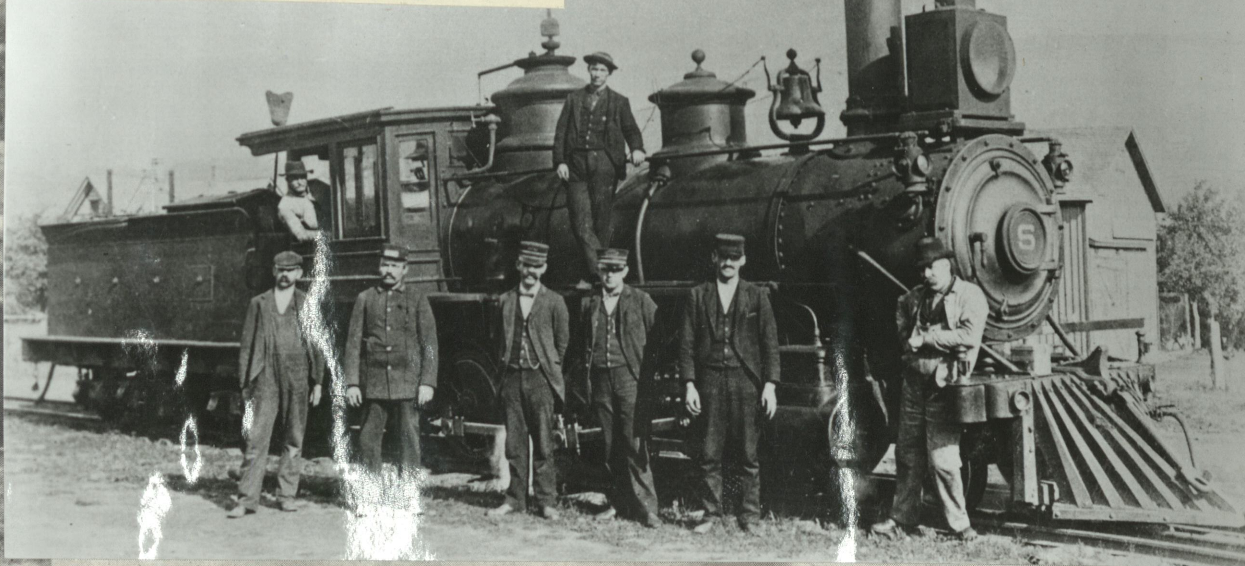


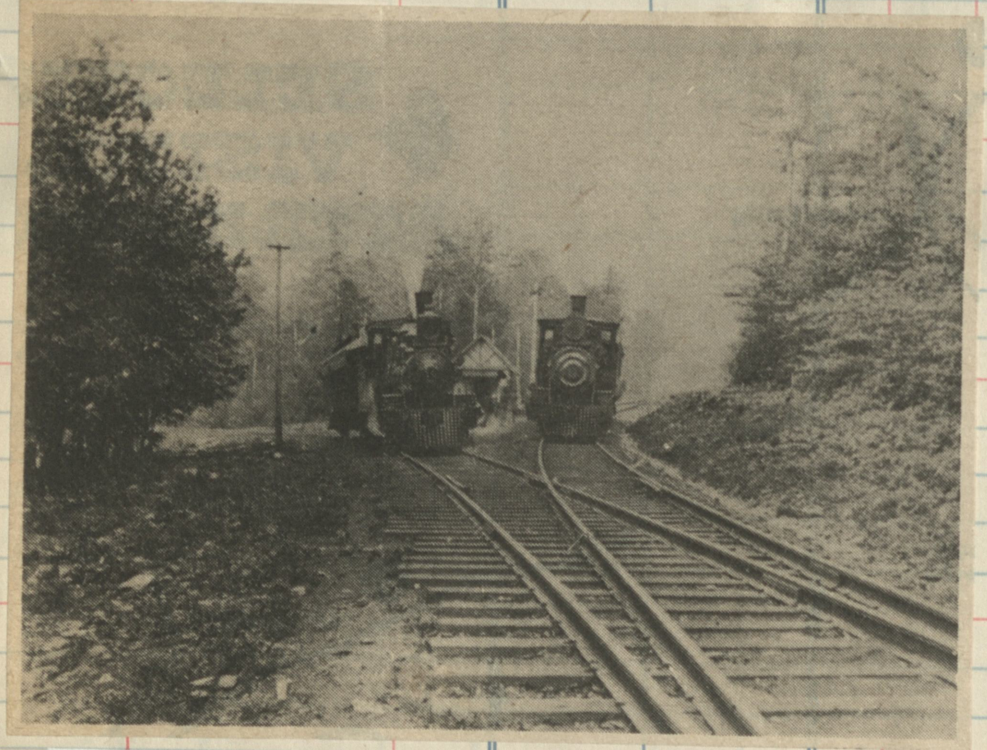
Looking quite smug and content with herself, can't you just hear the 801 saying, "O K boys, it's my turn to ride so put your backs into it". The 801 gets turned on the merry-go-round at Campbell Hall.

21 & 22 c/n 5107 Schenectady 1899
to NYC 801, 1216

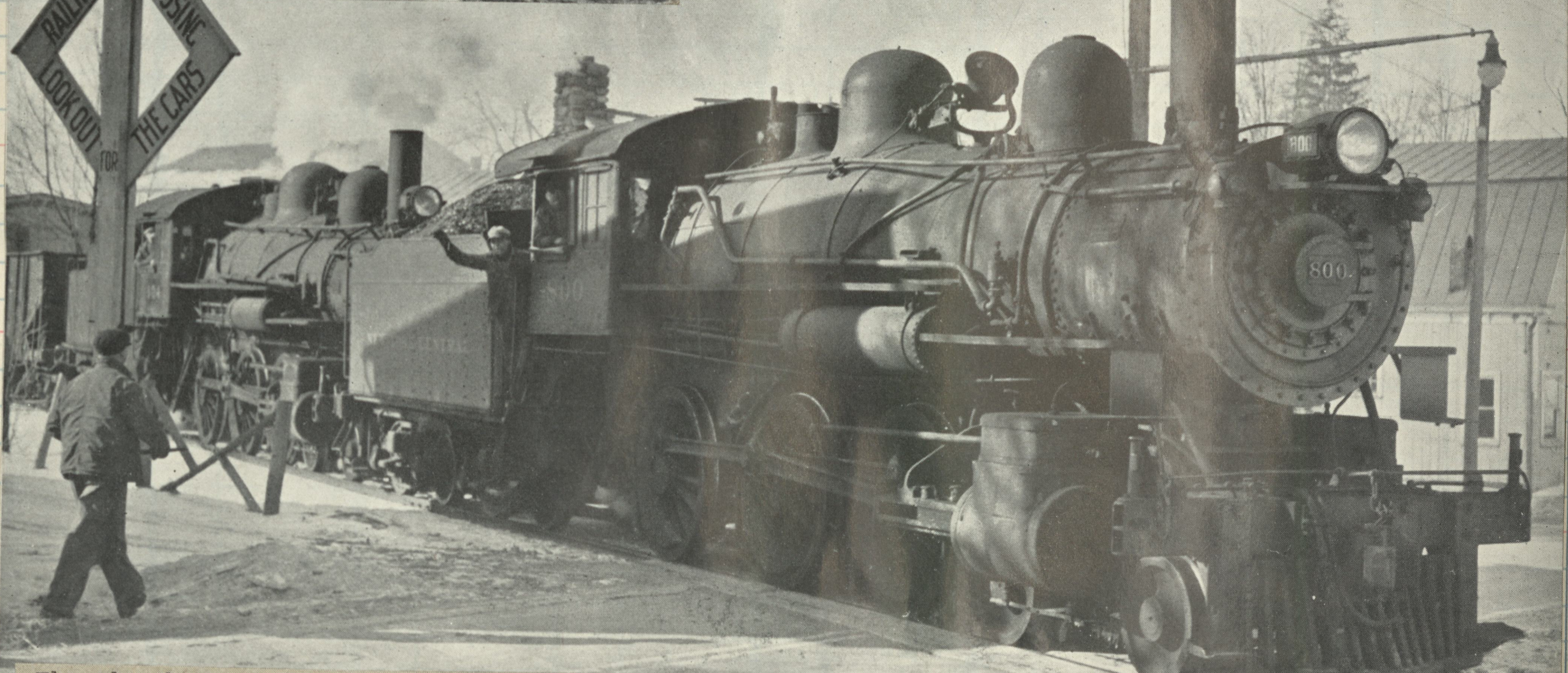


U.& D. #5 see pg 185

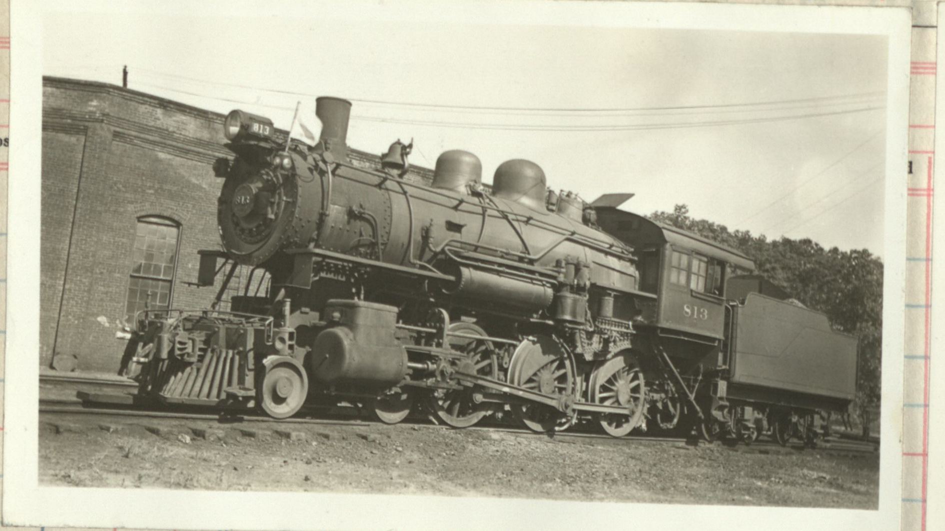


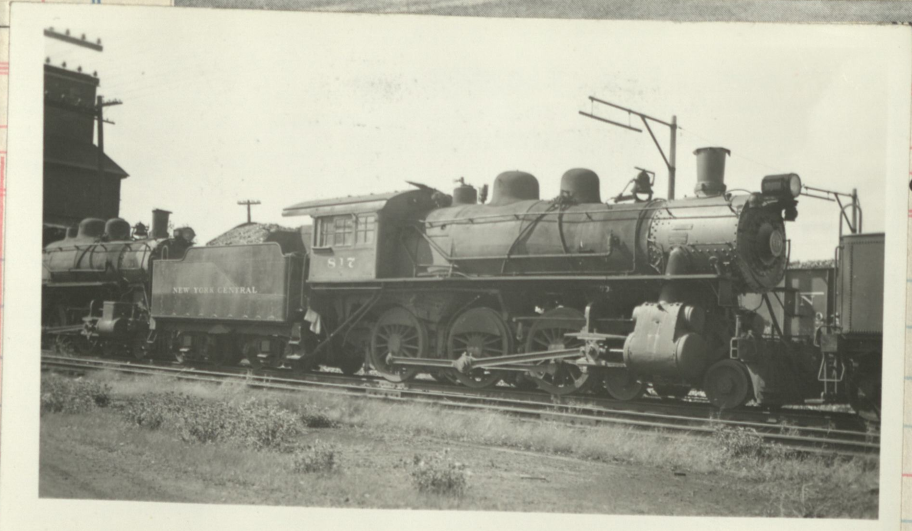


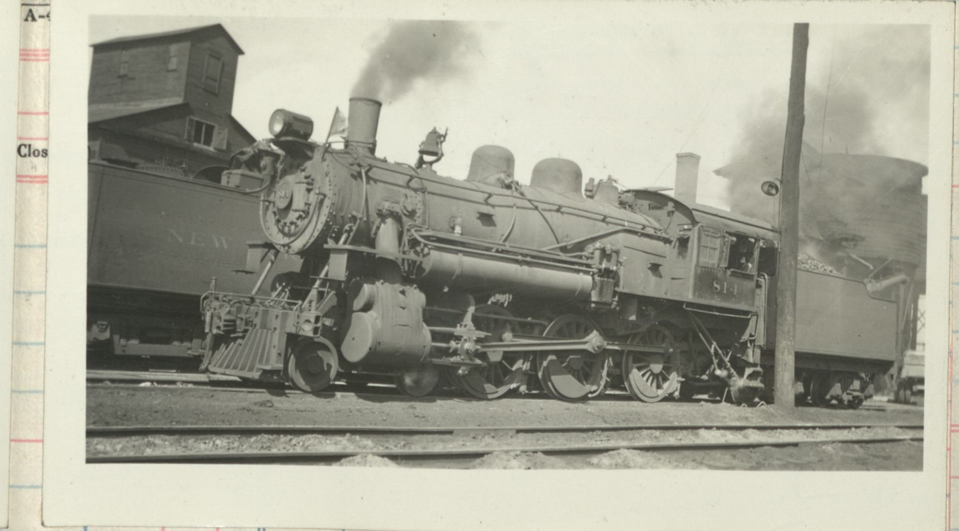
Kaaterskill Junction. Hunter Branch on the left, main line to Kaaterskill to the right.



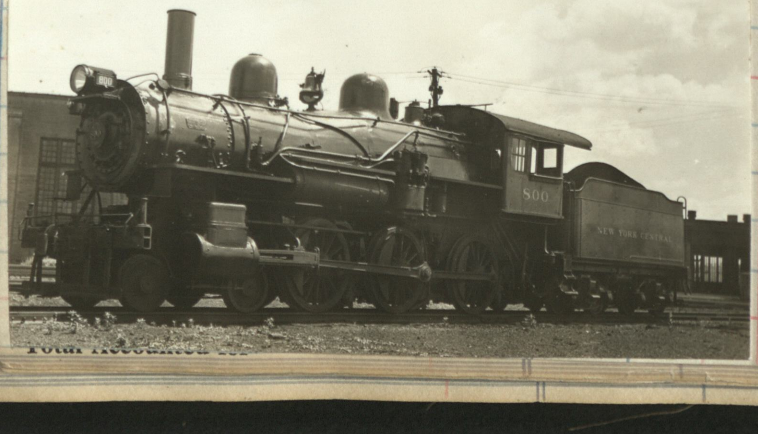
The "head shack" hustles back to the warmth of 800's cab after flagging his train over a crossing on Wallkill Valley Br.

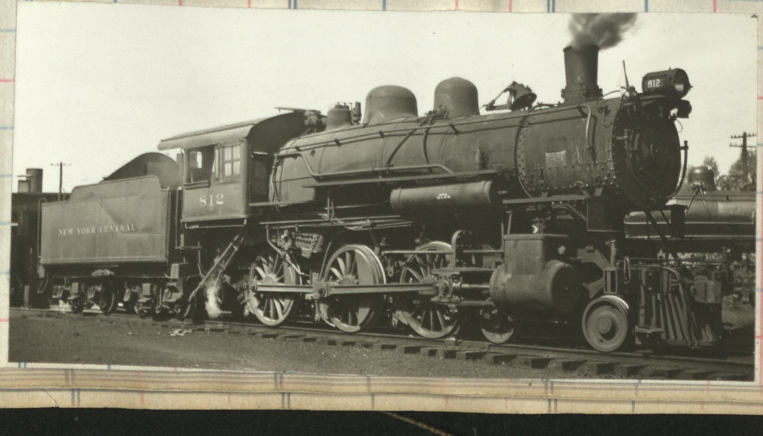






810 813 817. 814



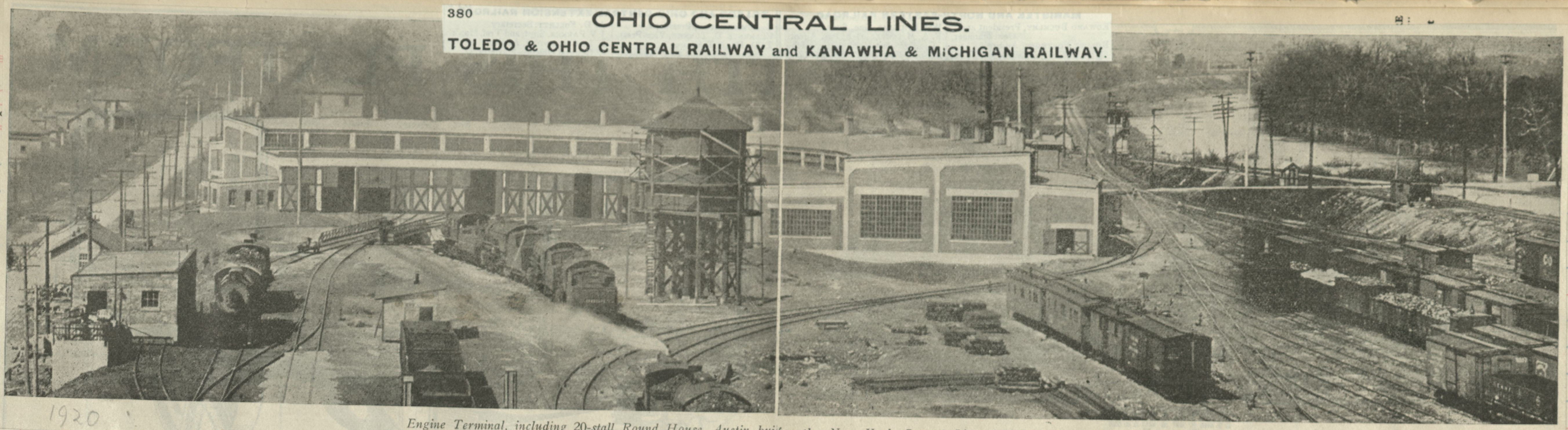


The U & D never owned any engines heavier than than the Ten wheelers. This group of fotos, all by Ed May, are with NYC numbers. The 813 (ex 36), 817 (ex40) and 814 (ex 37) were in the last group [36-41] delivered by Schenectady in 1907. The 800 (ex 19) blt in 1899 at Schenectady c/n 5106 and the 812 (ex 35) was part of six [30-35] engines from Schenectady in 1906. None received any major rebuilding and remained pretty much in their orginal form.

380

OHIO CENTRAL LINES.

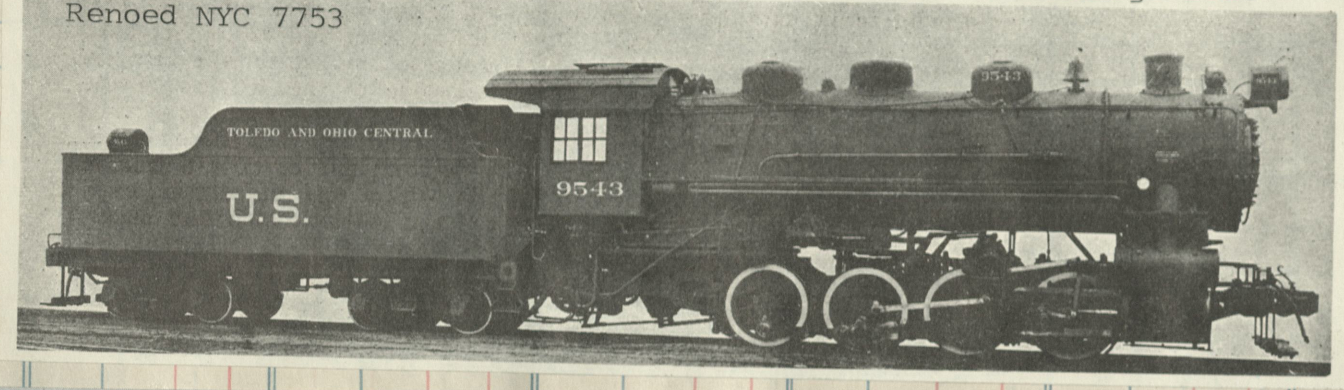
TOLEDO & OHIO CENTRAL RAILWAY and KANAWHA & MICHIGAN RAILWAY.

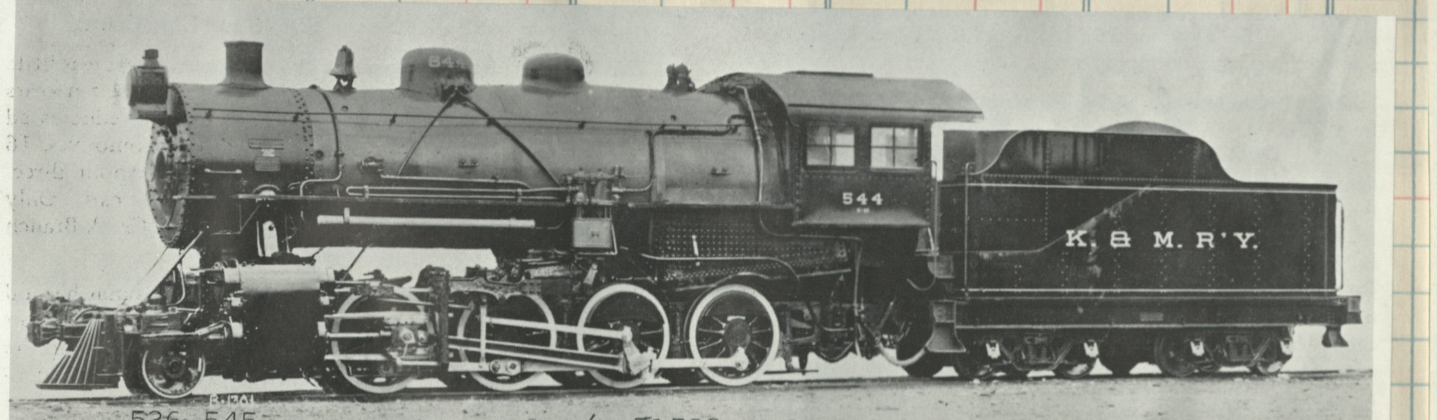


1920

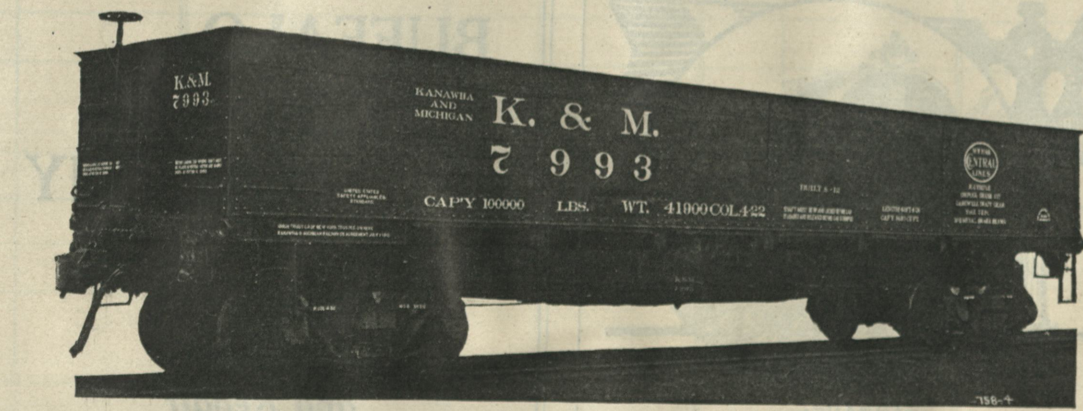
Engine Terminal, including 20-stall Round House, Austin buifor the New York Central Lines (T&OCRR) at Columbus, Ohio.

9543-9547 c/n 60130 Pittsburgh 1918
Renoed NYC 7753


TOLEDO AND OHIO CENTRAL
U.S.
9543



536-545 c/n 51522 Brooks 1912


K.&M.
7993
KANAWHA AND MICHIGAN
K. & M.
7993
CAP'Y 100000 LBS. WT. 41000

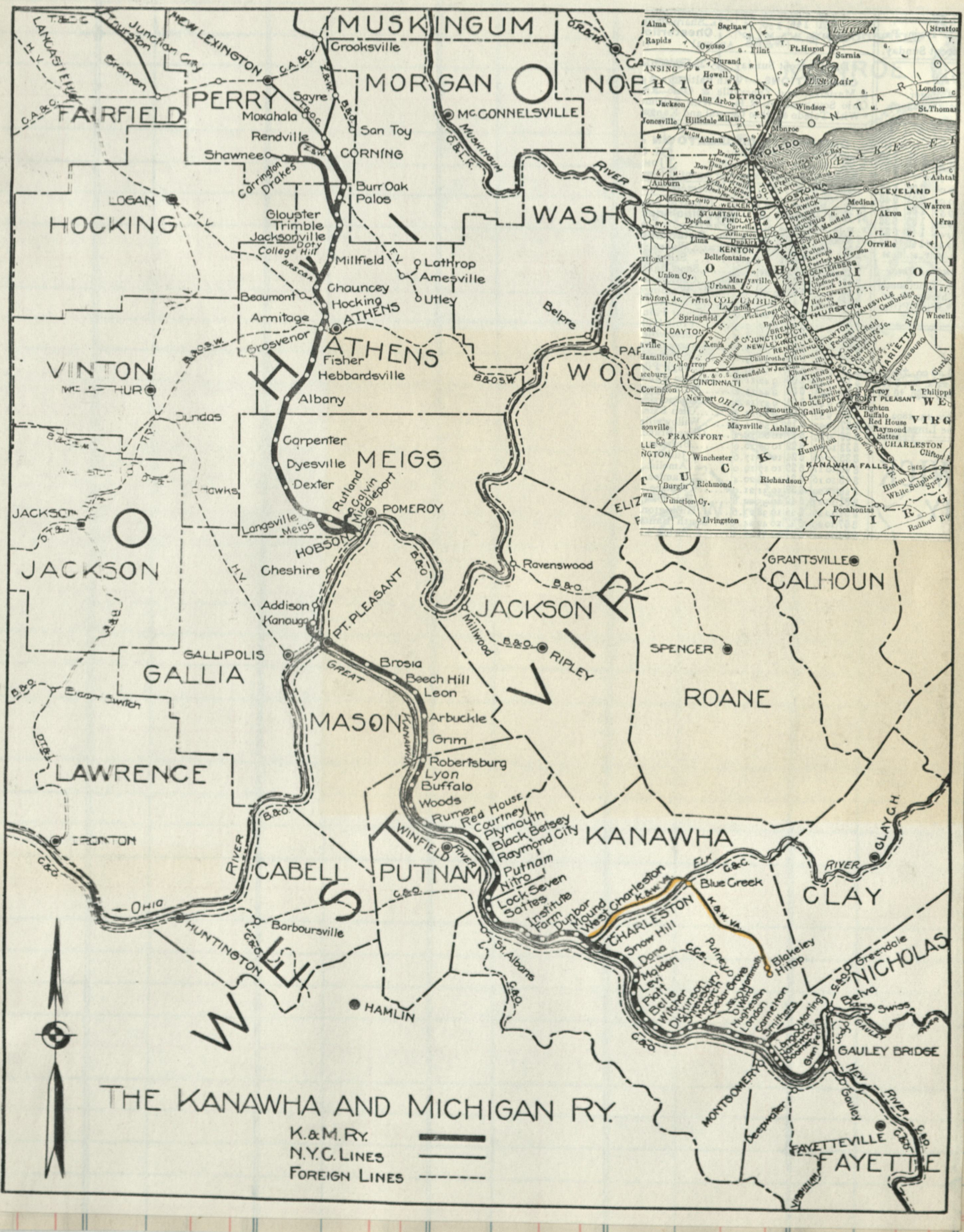
General Service Car after being thoroughly repaired by

The RALSTON STEEL CAR COMPANY

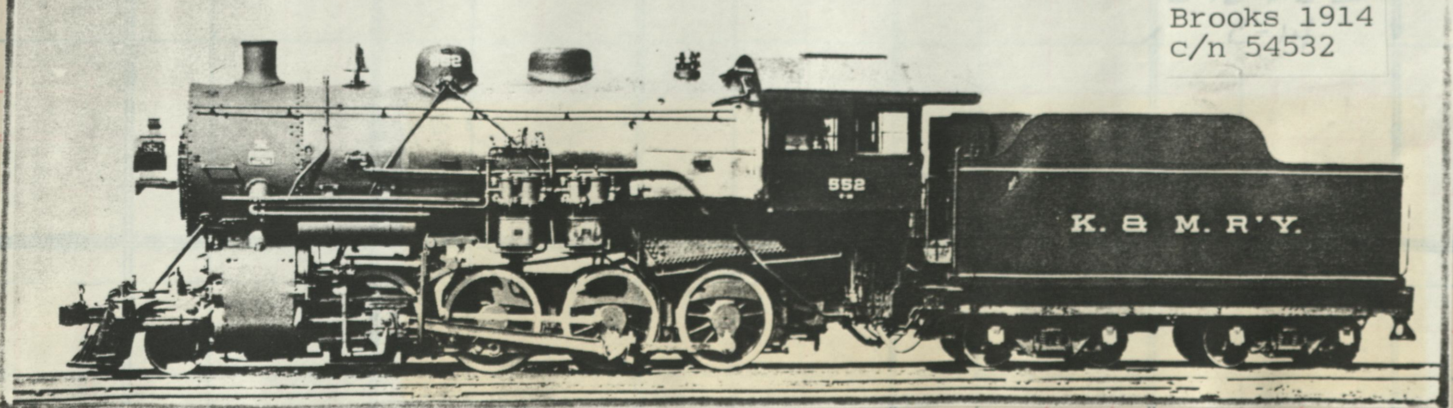
COLUMBUS, OHIO

Steel and Composite Freight Cars Underframes Pressed Steel Repair Parts Forgings

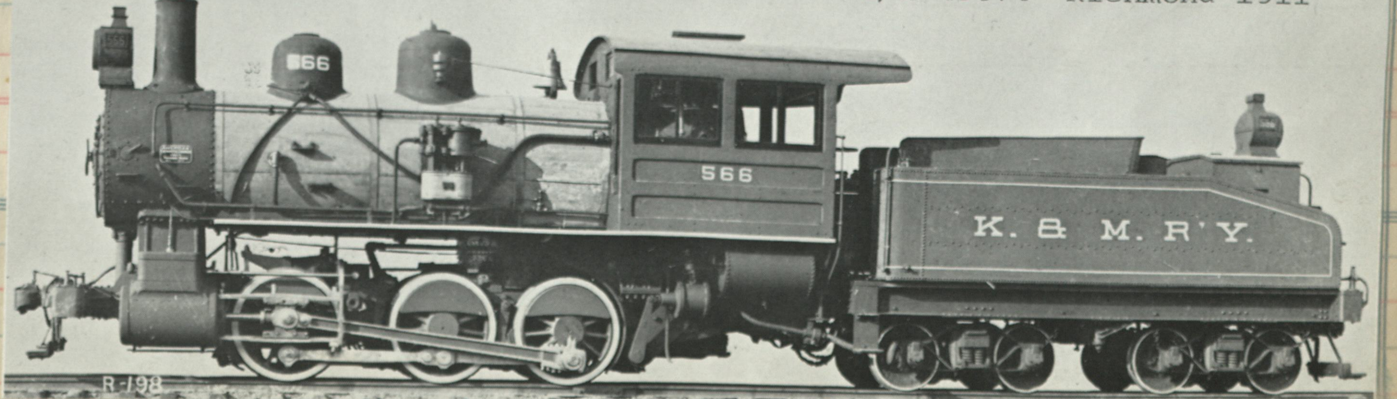
Specialists in Repairing and Rebuilding of Railroad Freight Cars


MUSKINGUM
MORGAN
FAIRFIELD
PERRY
HOCKING
WASH
ATHENS
VINTON
MEIGS
JACKSON
GALLIA
MASON
LAWRENCE
CABELL
PUTNAM
KANAWHA
CALHOUN
ROANE
CLAY
NICHOLAS
FAYETTE
OHIO
WEST VIRGINIA
CHARLESTON
GALLIPOLIS
POMEROY
PT. PLEASANT
HUNTINGTON
TOLEDO
THE KANAWHA AND MICHIGAN RY.
K.&M.RY.
N.Y.C. LINES
FOREIGN LINES

546 - 552
Brooks 1914
c/n 54532

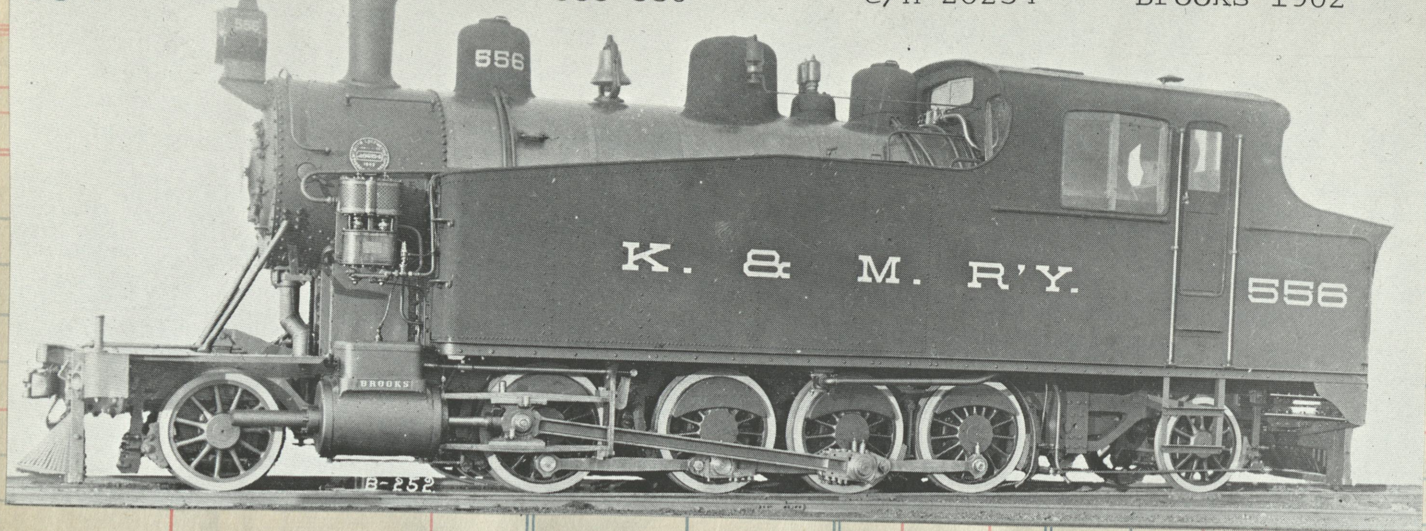


566-567 c/n 49874 Richmond 1911

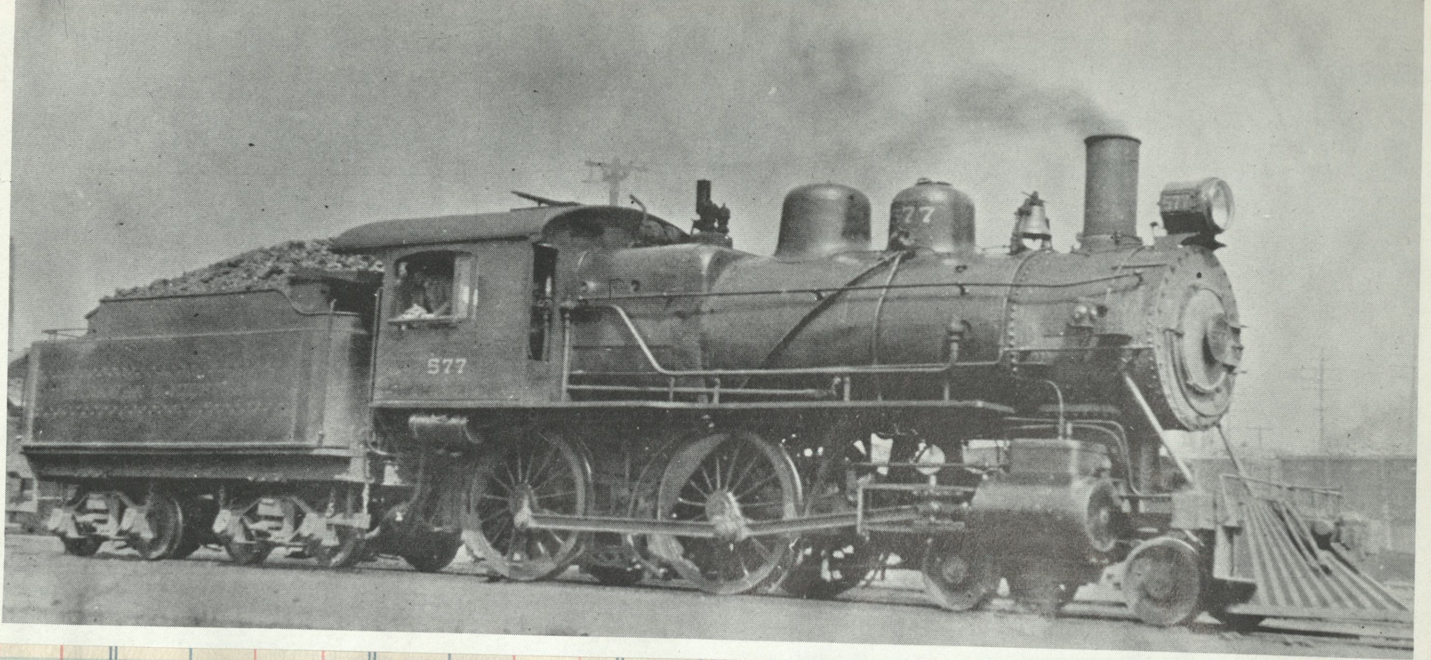

566
K. & M. R'Y.
R-198

188

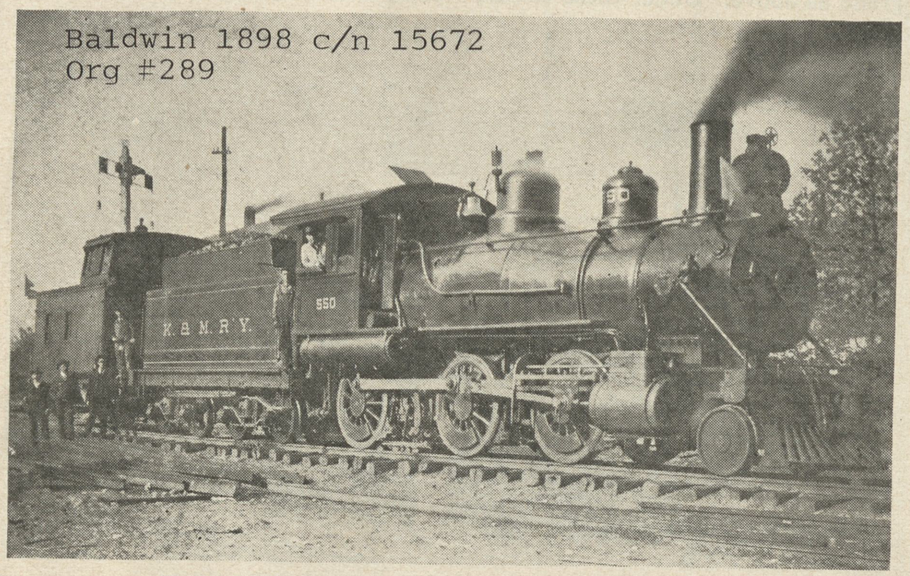
555-556 c/n 26254 Brooks 1902


K. & M. R'Y.
556
B-252

576-577 c/n 38651 Brooks 1905



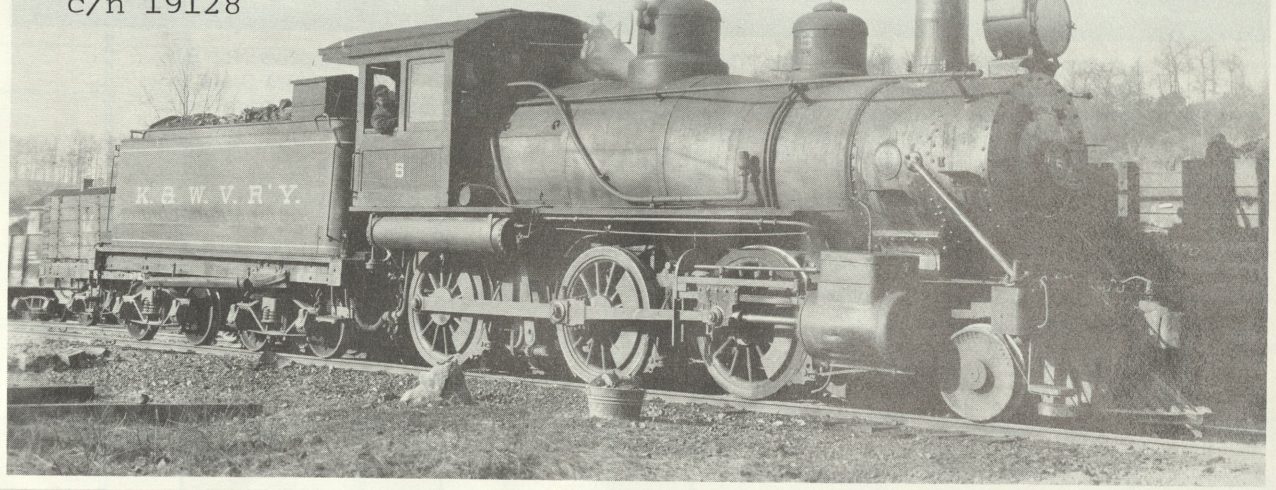
Baldwin 1898 c/n 15672
Org #289



THIS LOCOMOTIVE WAS IMMORTALIZED IN GRANITE

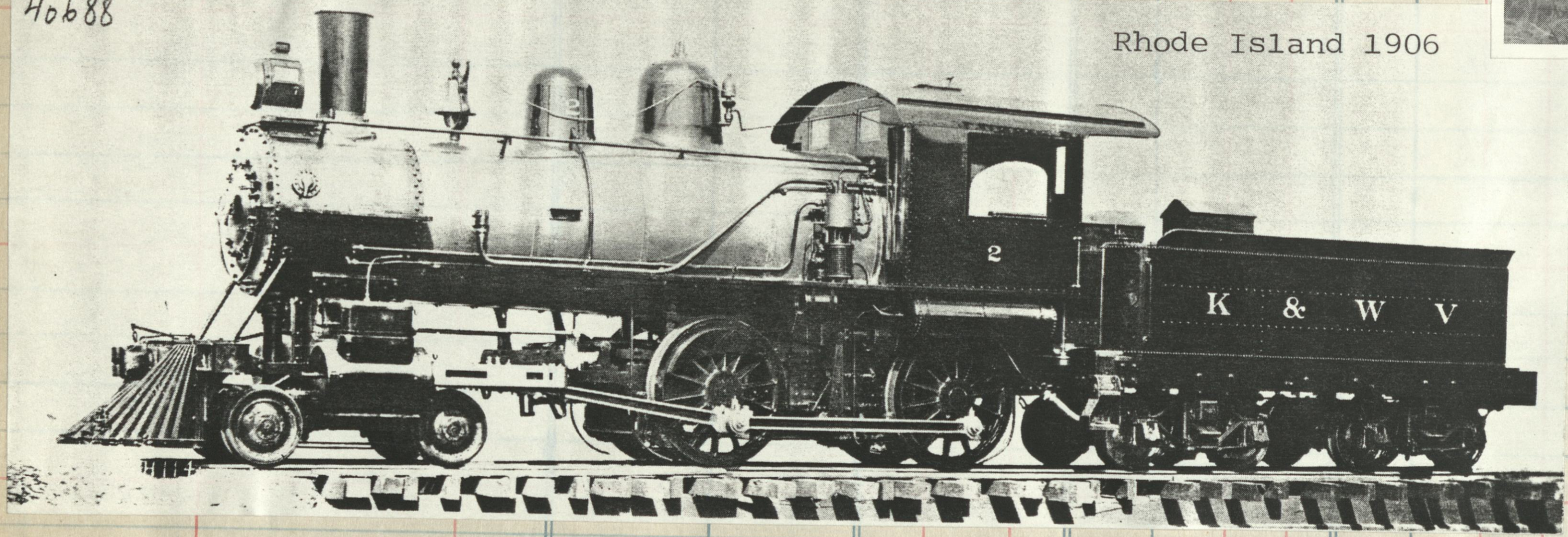
Photograph of this Kanawha & Michigan engine 550 was taken at Dana, W. Va., in 1903. (Road is now part of the New York Central System). Bro. M. J. McCarty, Div. 408, who sent in the picture, is shown in the cab; others are John Dixon, fireman; Watt Cart, conductor on caboose steps. When the latter was killed his father had a likeness of this locomotive chiseled in granite and placed on his son's monument.

Kanawha & West Virginia #5
Org K&M 281, 542
Baldwin 1901
c/n 19128

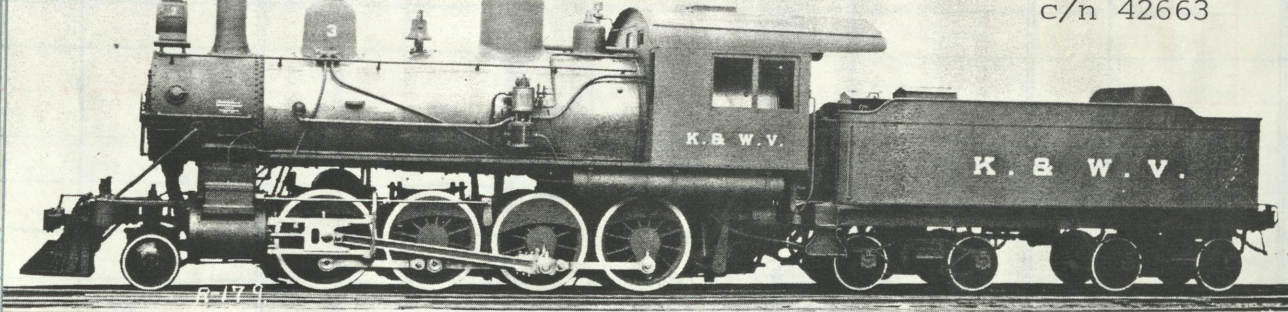


40688

Rhode Island 1906



Richmond 1907
c/n 42663


K. & W. V.
K. & W. V.
B-179

M-18

Brooks 1907
c/n 44049

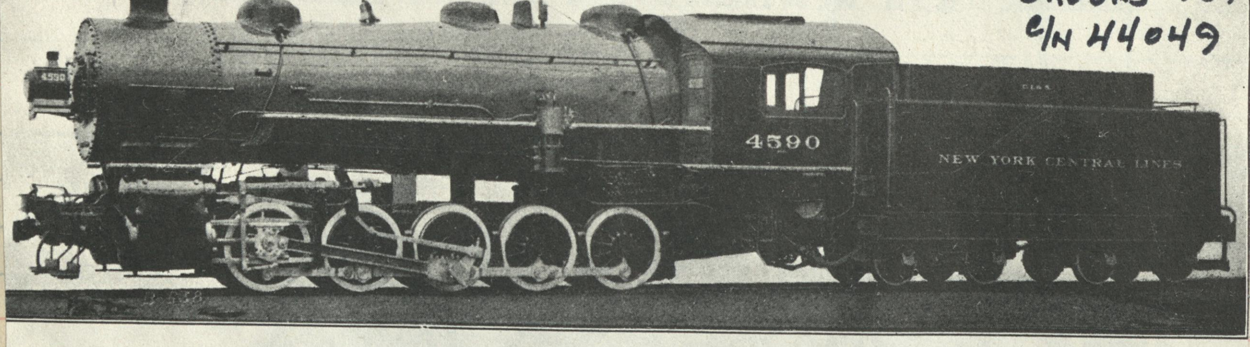
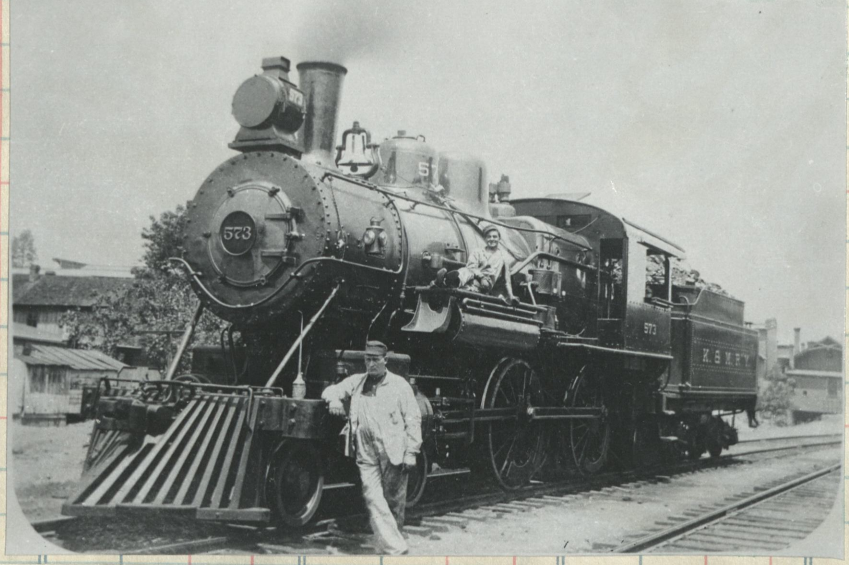
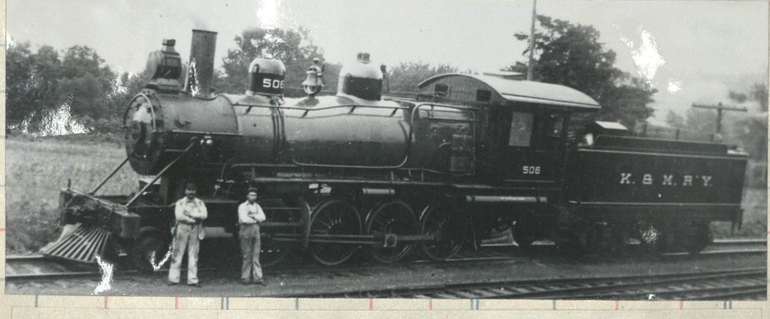

4590
NEW YORK CENTRAL LINES

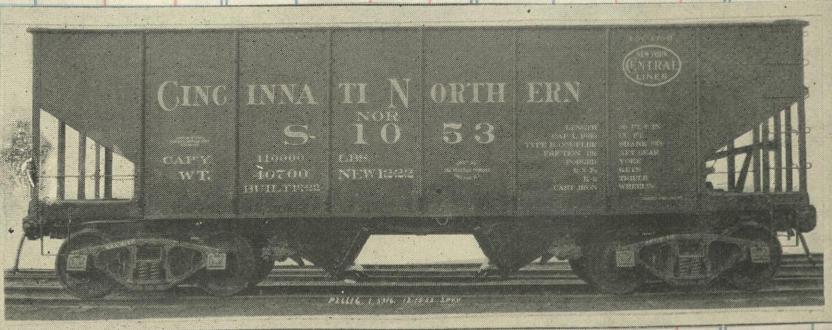
Fig 20—Ten-Wheel (0-10-0) Locomotive for Switching Service. Built for the Chicago, Indiana & Southern by the American Locomotive Company. Cylinders, 24 in. x 28 in. Working Steam Pressure, 210 lbs. per sq. in. Diameter of Drivers, 52 in. Tractive Effort, 55,360 lbs. Heating Surface—Tubes, 4,416 sq. ft.; Firebox, 186.2 sq. ft.; Total, 4,602.2 sq. ft. Grate Area, 55 sq. ft. Rigid Wheel Base, 19 ft. Total Weight of Engine, 274,000 lbs. Fuel, Soft Coal. 4590-1



573-575 (9573-9575) Brooks 1904 c/n 29508
C-97a. To CI&W #160 in 1924

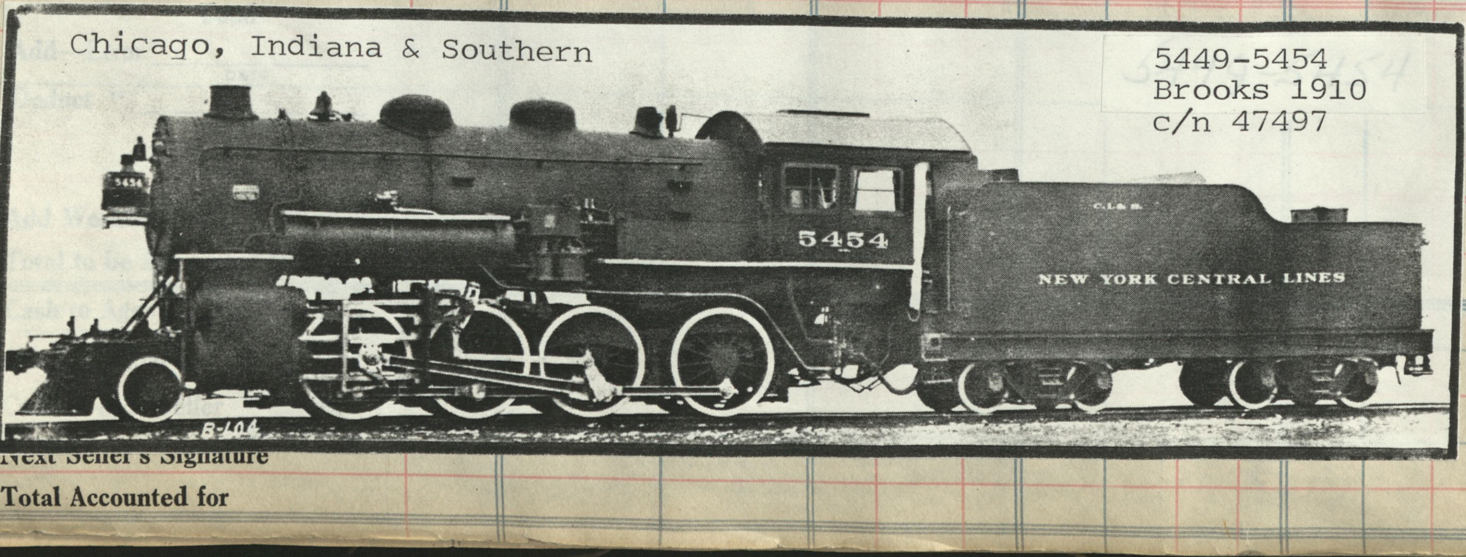


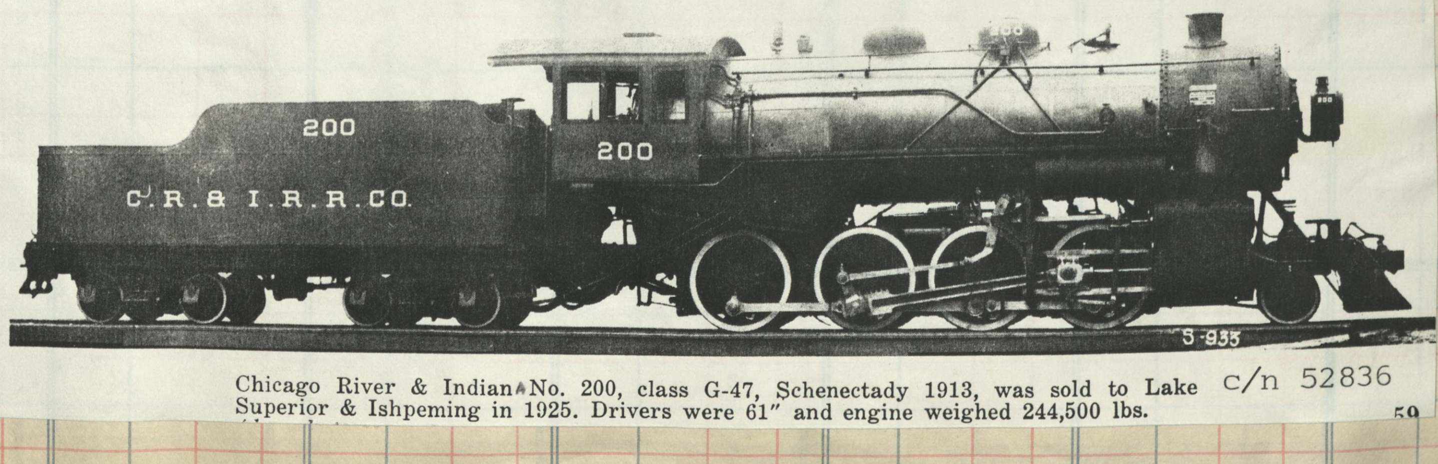
505-509 c/n 21196 Baldwin 1902


CINCINNATI NORTHERN
NOR
S 10 53
CAPY 110000 LBS
WT. 40700 NEW 1222
BUILT 1922
NEW YORK CENTRAL LINES

Chicago, Indiana & Southern

5449-5454
Brooks 1910
c/n 47497

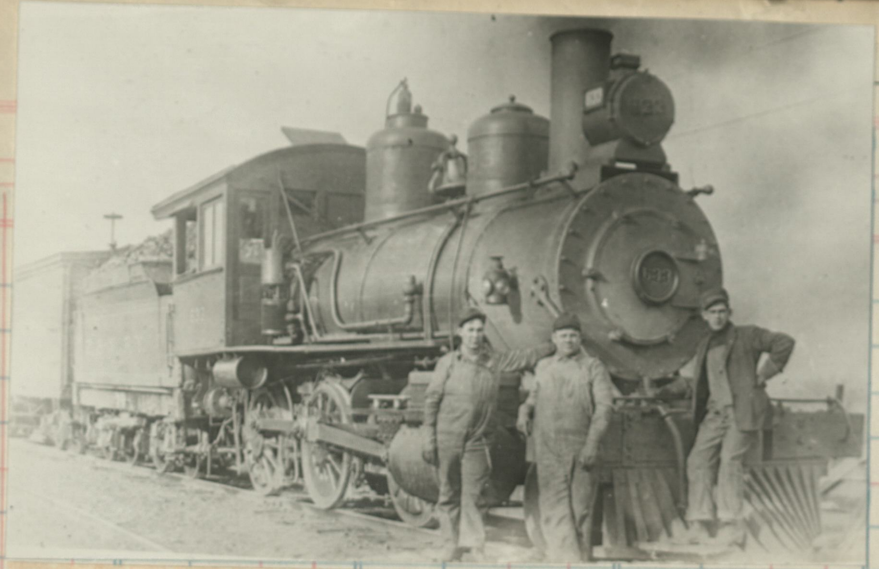

5454
NEW YORK CENTRAL LINES
B-104


200
200
C.R. & I. R.R. CO.
S-933

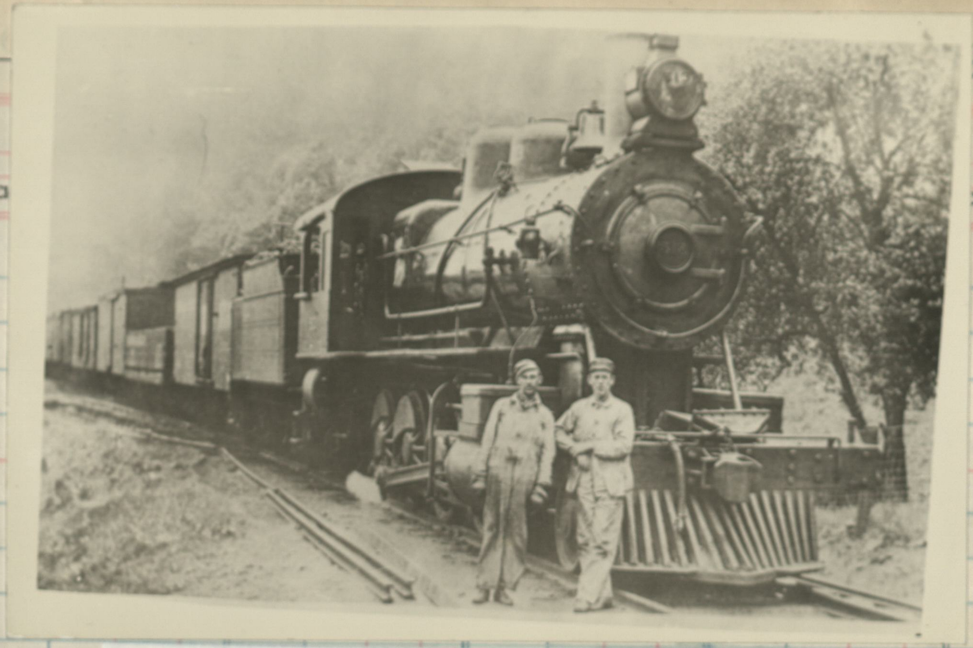
Chicago River & Indiana No. 200, class G-47, Schenectady 1913, was sold to Lake Superior & Ishpeming in 1925. Drivers were 61" and engine weighed 244,500 lbs.

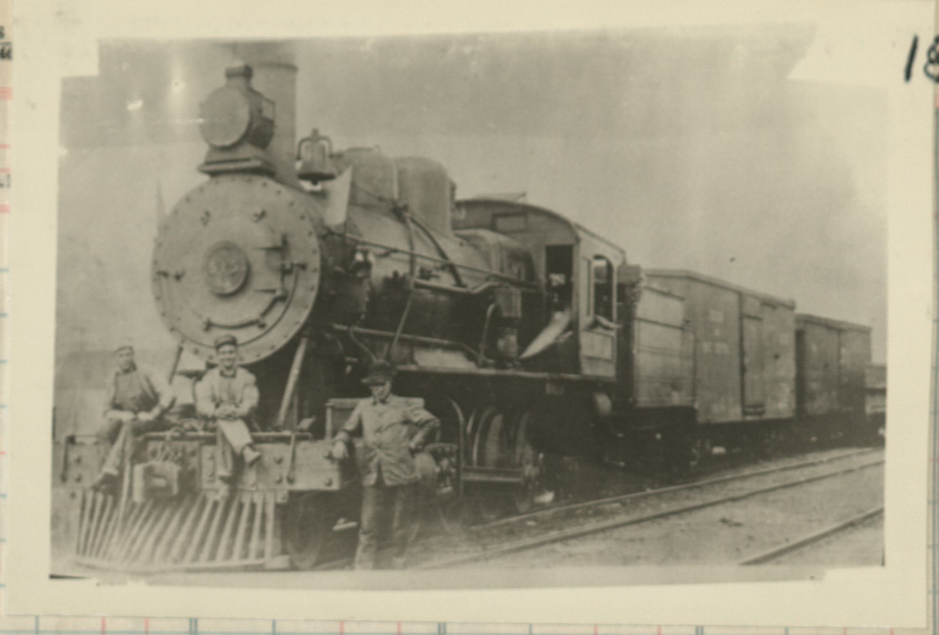
c/n 52836

Next Seller's Signature
Total Accounted for



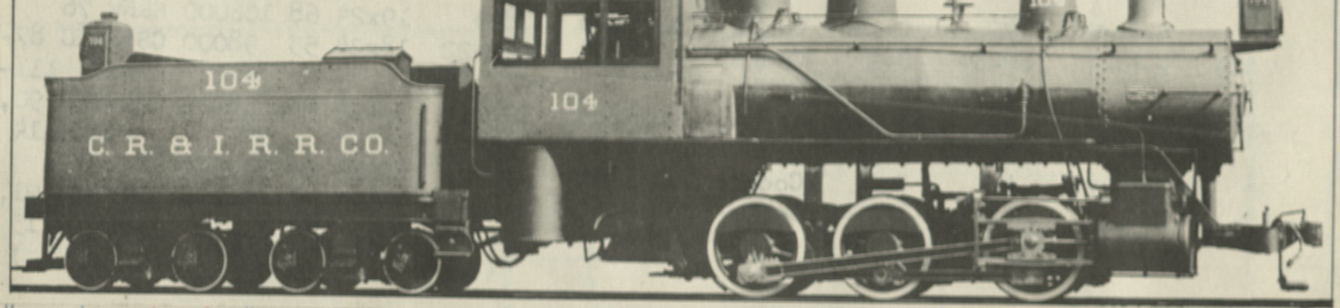
Zanesville & Western 2-6-0 #633. Org Z&OR #10, then CS&H #40, Z&W #633, NYC 9753. Built at Pittsburgh 1888 c/n 959



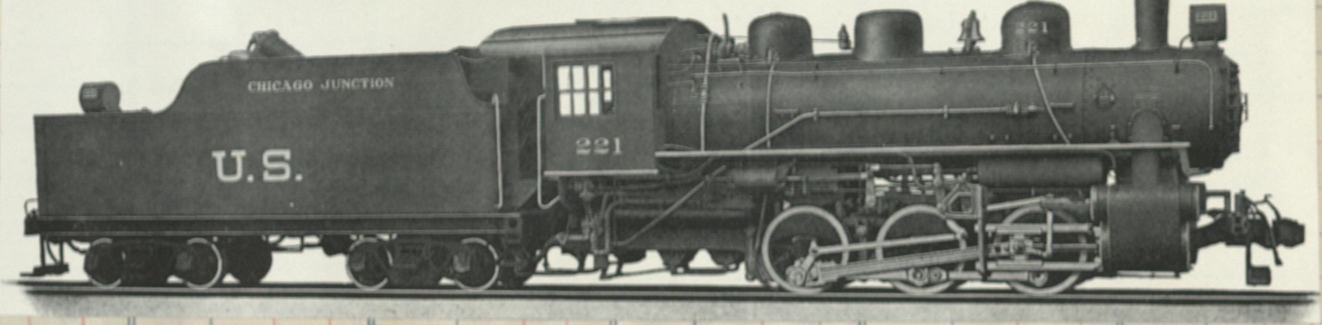


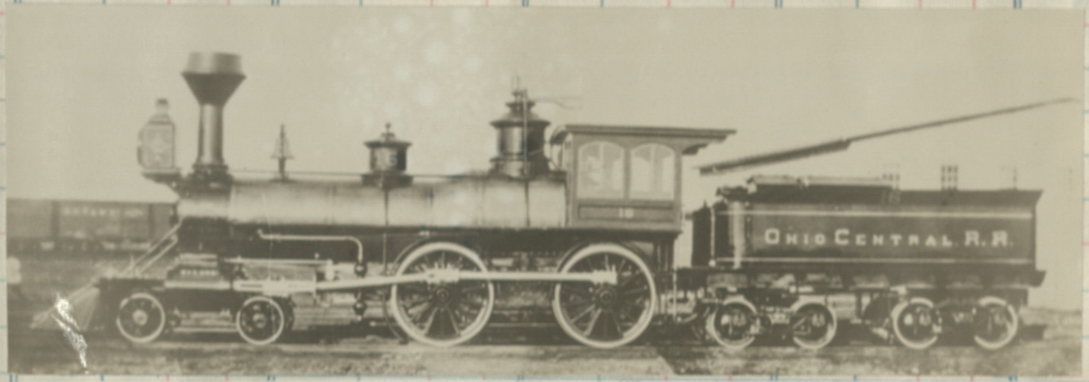
K&M 513 & 515 (513-517) G-96a Brooks 1905 Renoed 9720-9724 c/n 31193 & 195

(B-60a) Schenectady 1908
c/n 45654

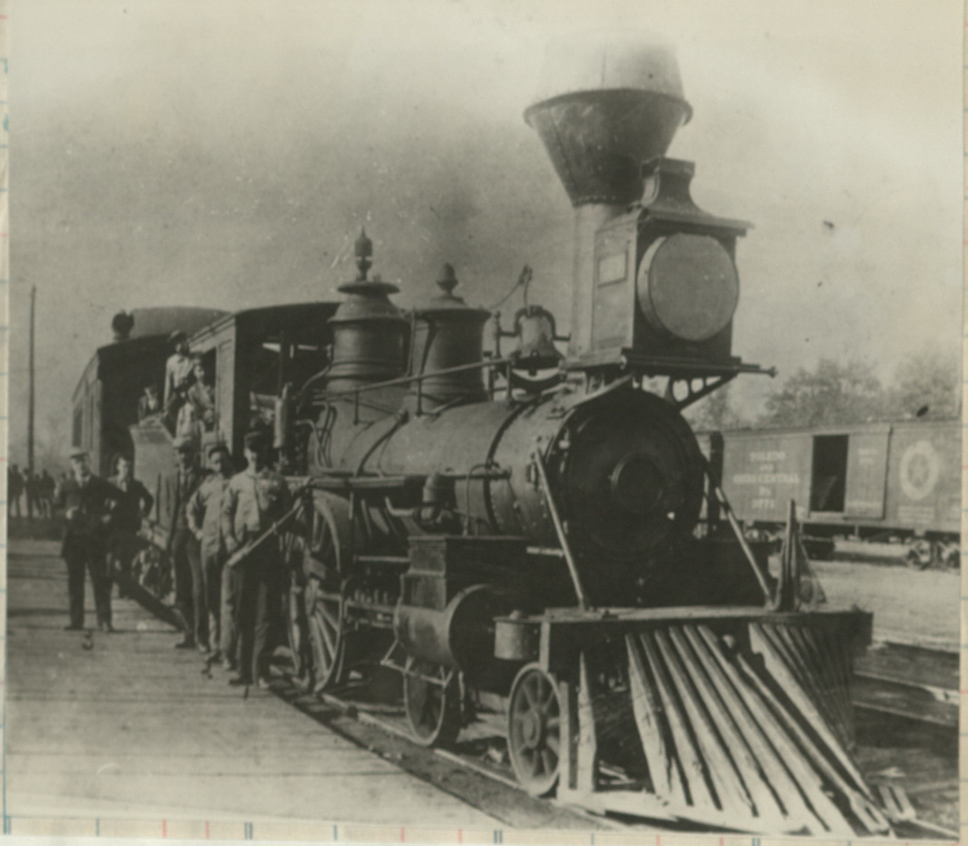

104
C.R.& I. R.R. CO.
104

(B-62) 221-234 Cooke 1918 c/n 59330


CHICAGO JUNCTION
U.S.
221

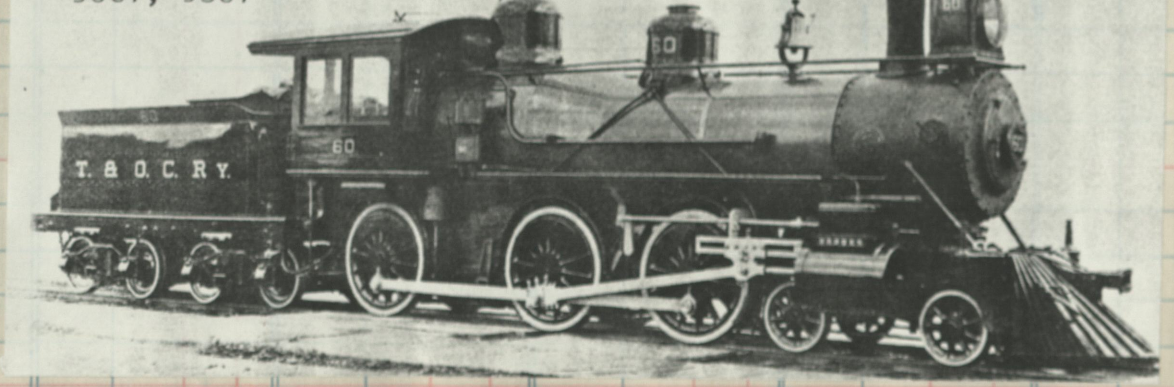

OHIO CENTRAL R.R.

#16 [14-17] renoed T&OC #402 Brooks 1880 C/n 468

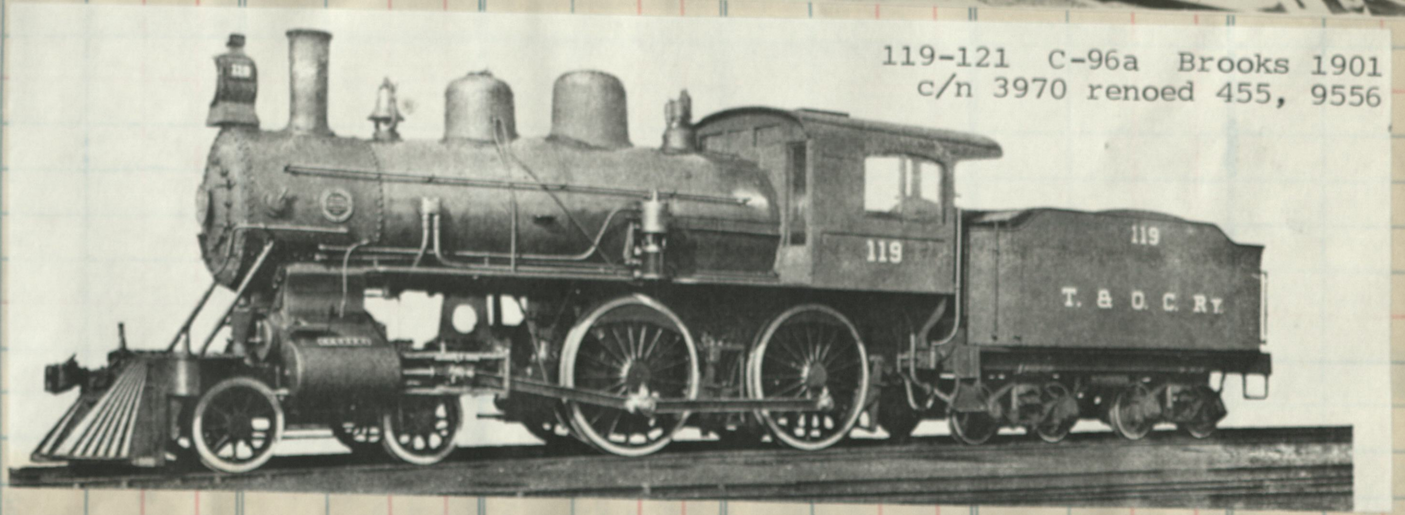


Ohio Central 31-35
Brooks 1881
#34 to T&OC #34,
#408
c/n 633

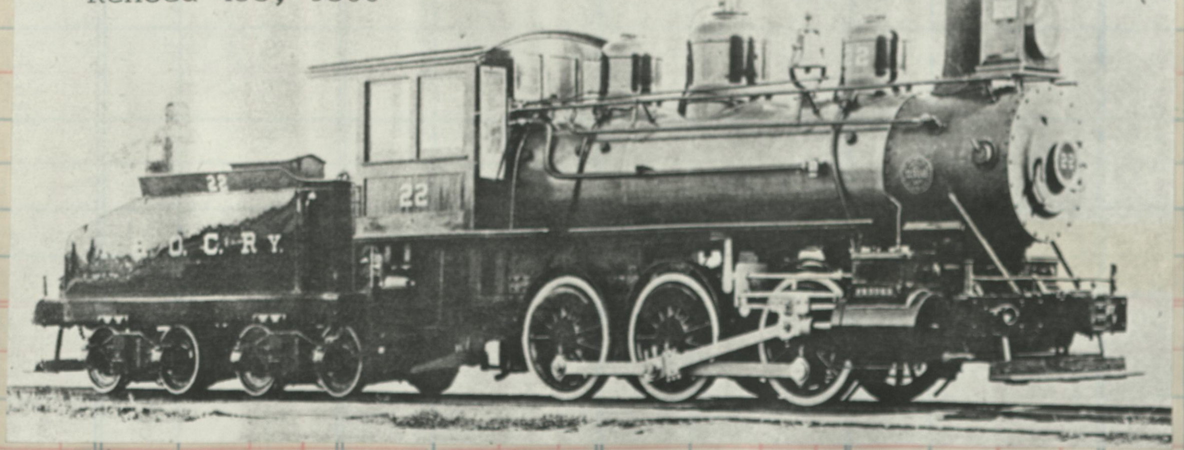
60-67 F-95a c/n 2118 Brooks 1892
Renoed 367, 9677,
9687, 9587



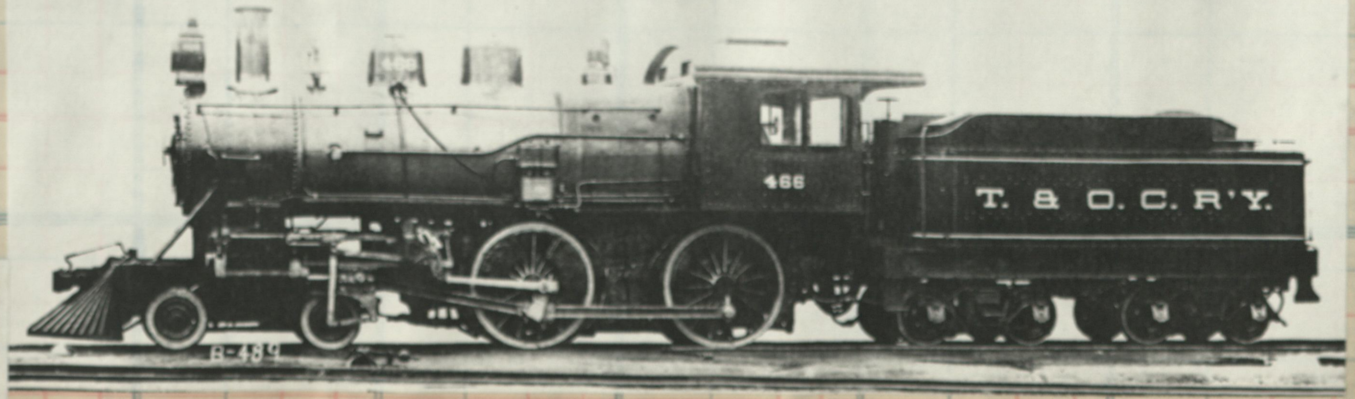
119-121 C-96a Brooks 1901
c/n 3970 renoed 455, 9556

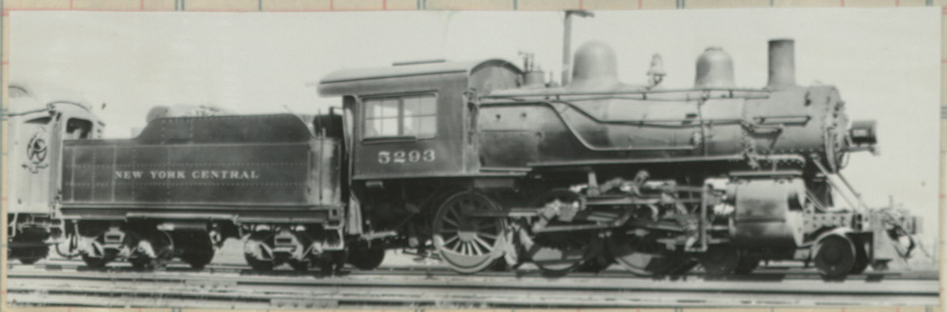

119
119
T. & O. C. RY.

22-23 B-95a c/n 2316 Brooks 1893
Renoed 435, 9500



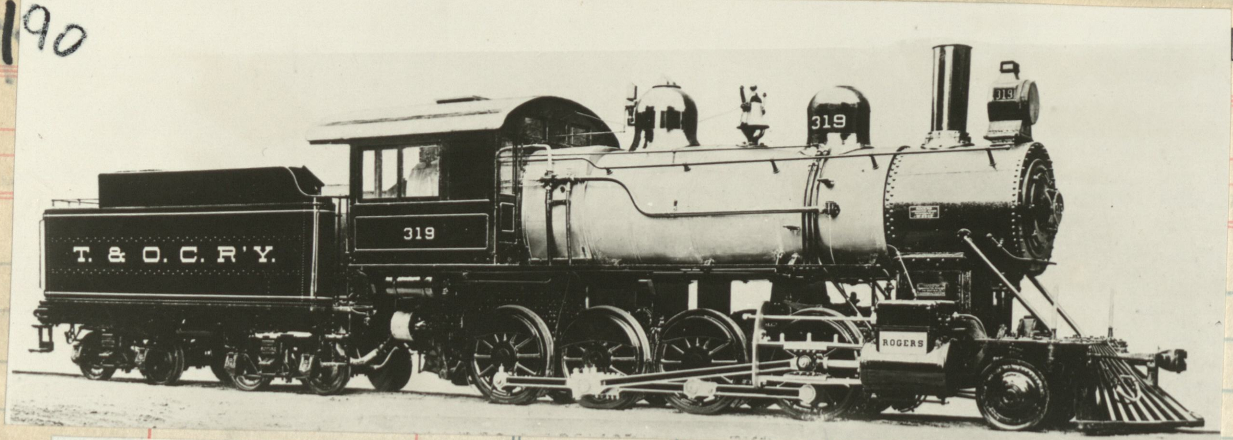
465-466 c/n 41158 C-97c Brooks 1905
Renoed 9567. Sold to CI&W #164 in 1924



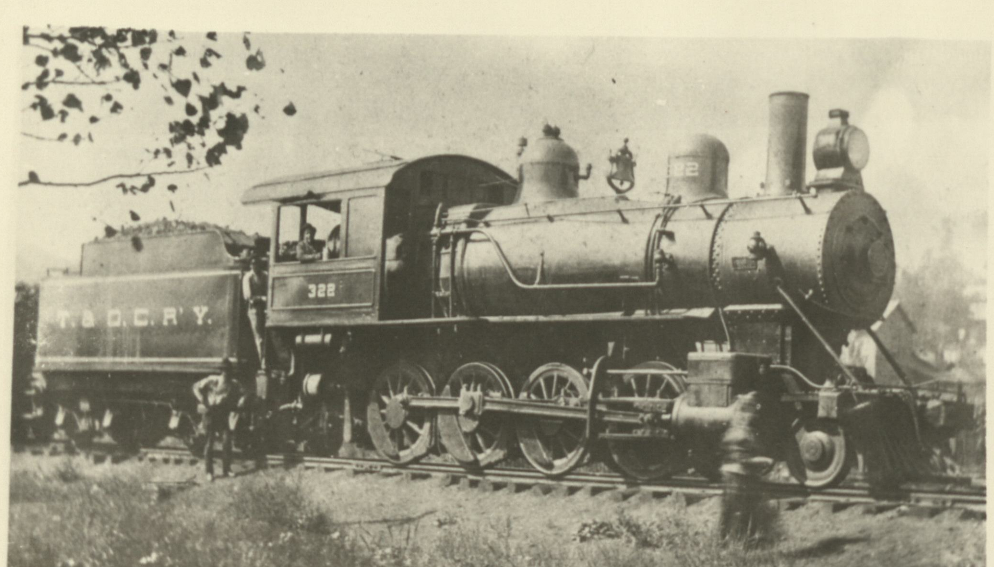

NEW YORK CENTRAL
5293

CI&S 5290-5299
Pittsburgh 1900
c/n 2098
ex II&I 26-35

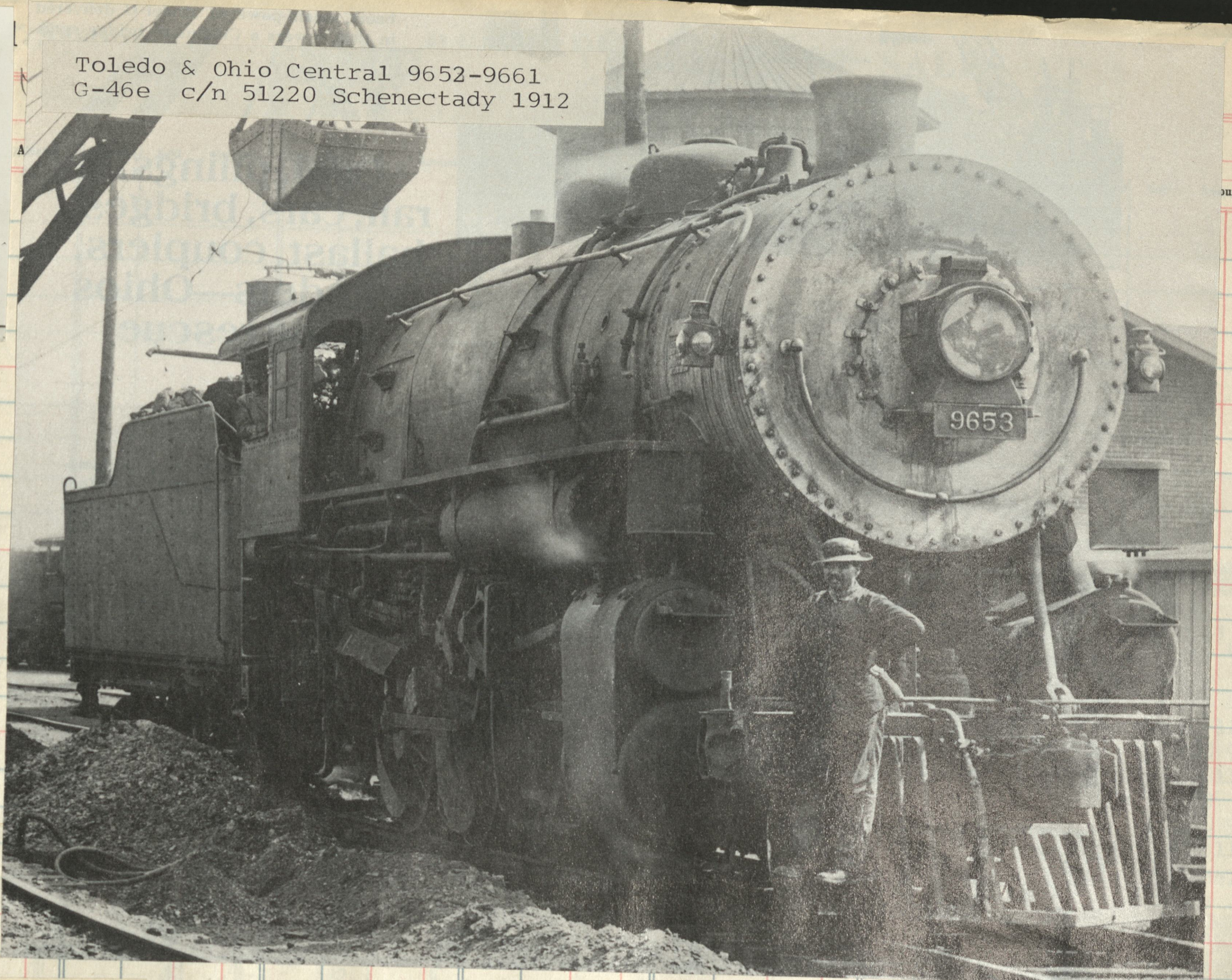
190


T. & O. C. R'Y.
319
ROGERS

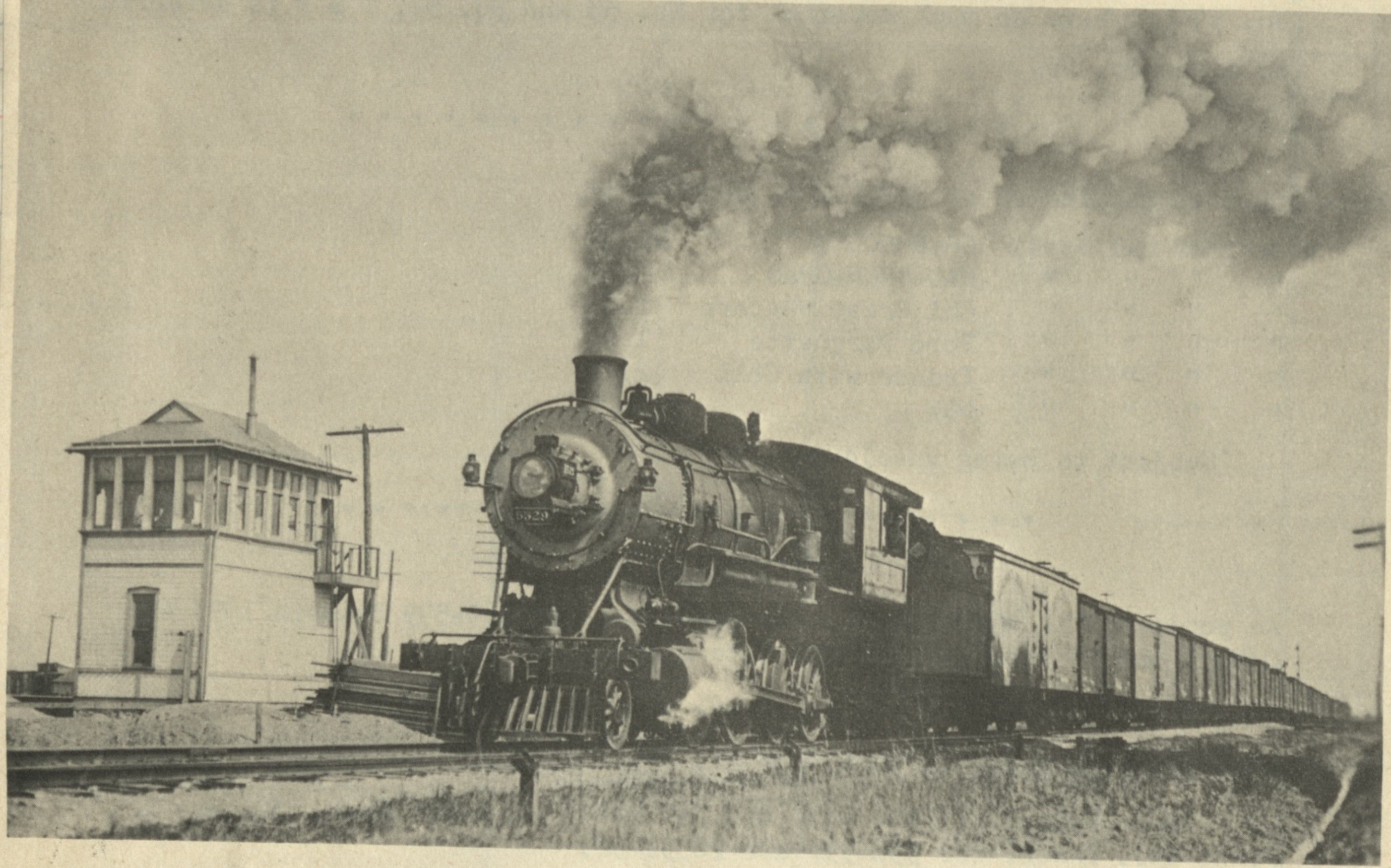
302-319 [renoed 9619] G-95a c/n 5848 Rogers 1902



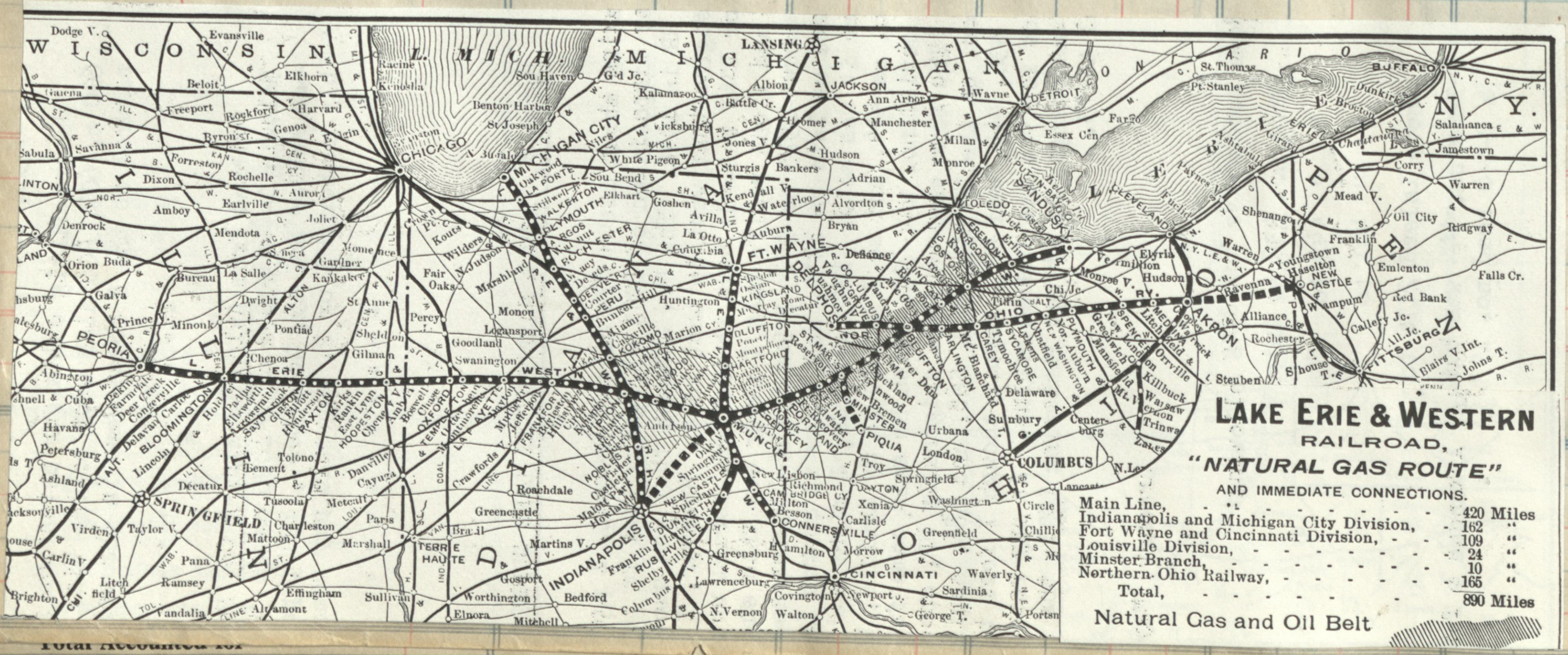
320-324 (renoed 9622) G-95a c/n 5969 Rogers 1903
Sold to Middle Creek #3



Toledo & Ohio Central 9652-9661
G-46e c/n 51220 Schenectady 1912



Lake Erie & Western #5529 with the fast freight between Cleveland and Peoria known in the great days of steam as the "Whiskey Special". It's easy to see the 5529 is a Brooks 2-8-0. One of the 15 built in 1904 for the Lake Erie Alliance & Wheeling, road Nos. 50-64, then LE&W 450-464, next NYC Lines - LE&W 5525-5539 and after the NKP took over the LE&W, became their Nos. 384-398.

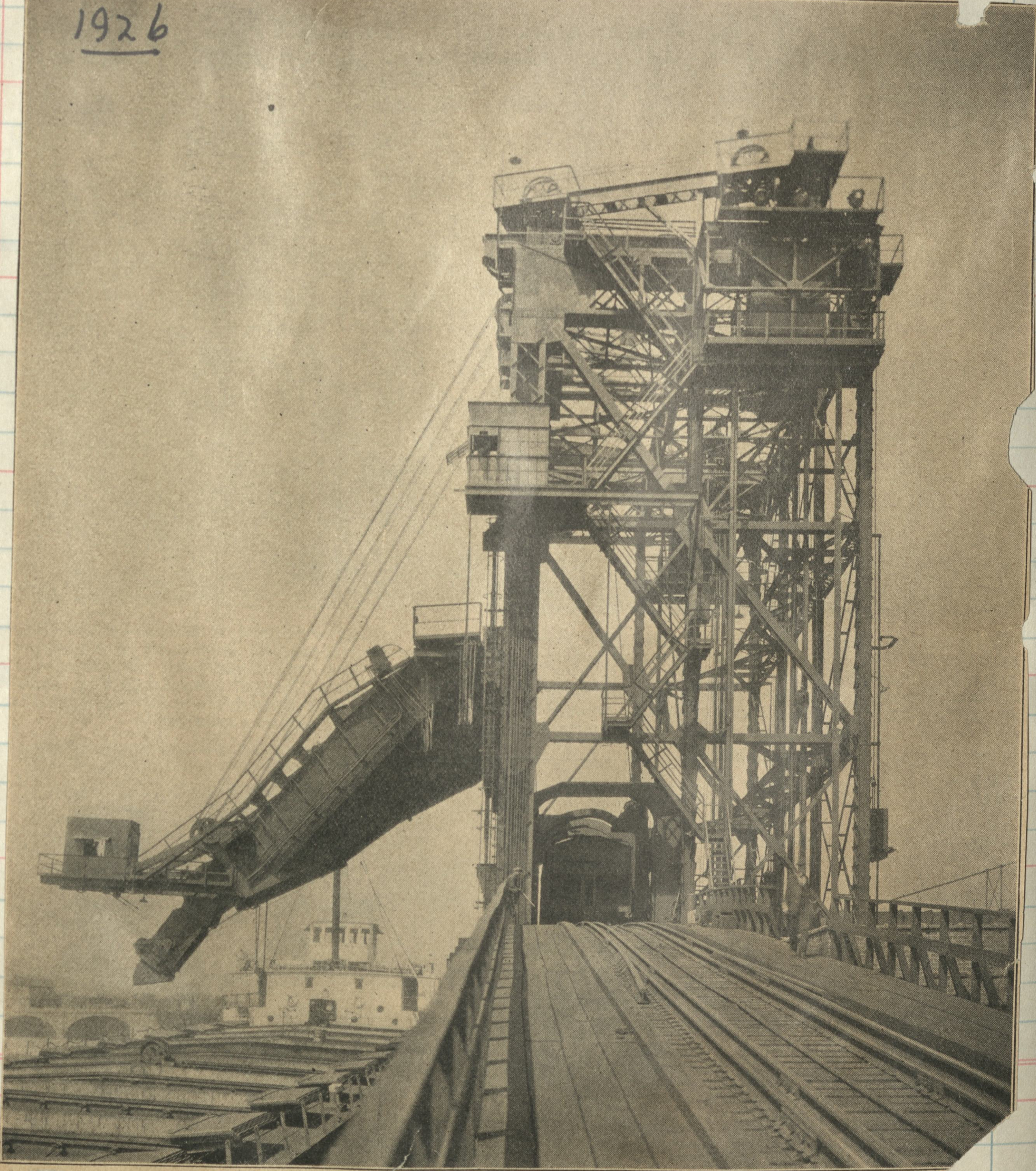

WISCONSIN
MICHIGAN
CHICAGO
TOLEDO
FT. WAYNE
PEORIA
INDIANAPOLIS
CINCINNATI
COLUMBUS
AKRON
NEW CASTLE
PITTSBURG
BUFFALO

LAKE ERIE & WESTERN
RAILROAD,
"NATURAL GAS ROUTE"
AND IMMEDIATE CONNECTIONS.

Main Line,	420 Miles
Indianapolis and Michigan City Division,	162 "
Fort Wayne and Cincinnati Division,	109 "
Louisville Division,	24 "
Minster Branch,	10 "
Northern Ohio Railway,	165 "
Total,	890 Miles

Natural Gas and Oil Belt

1926



red and twenty tons is the lifting power of this car dumper on the docks of the New York Cen
Railroad Company, Ohio Central Lines, at Toledo.

PEORIA AND EASTERN

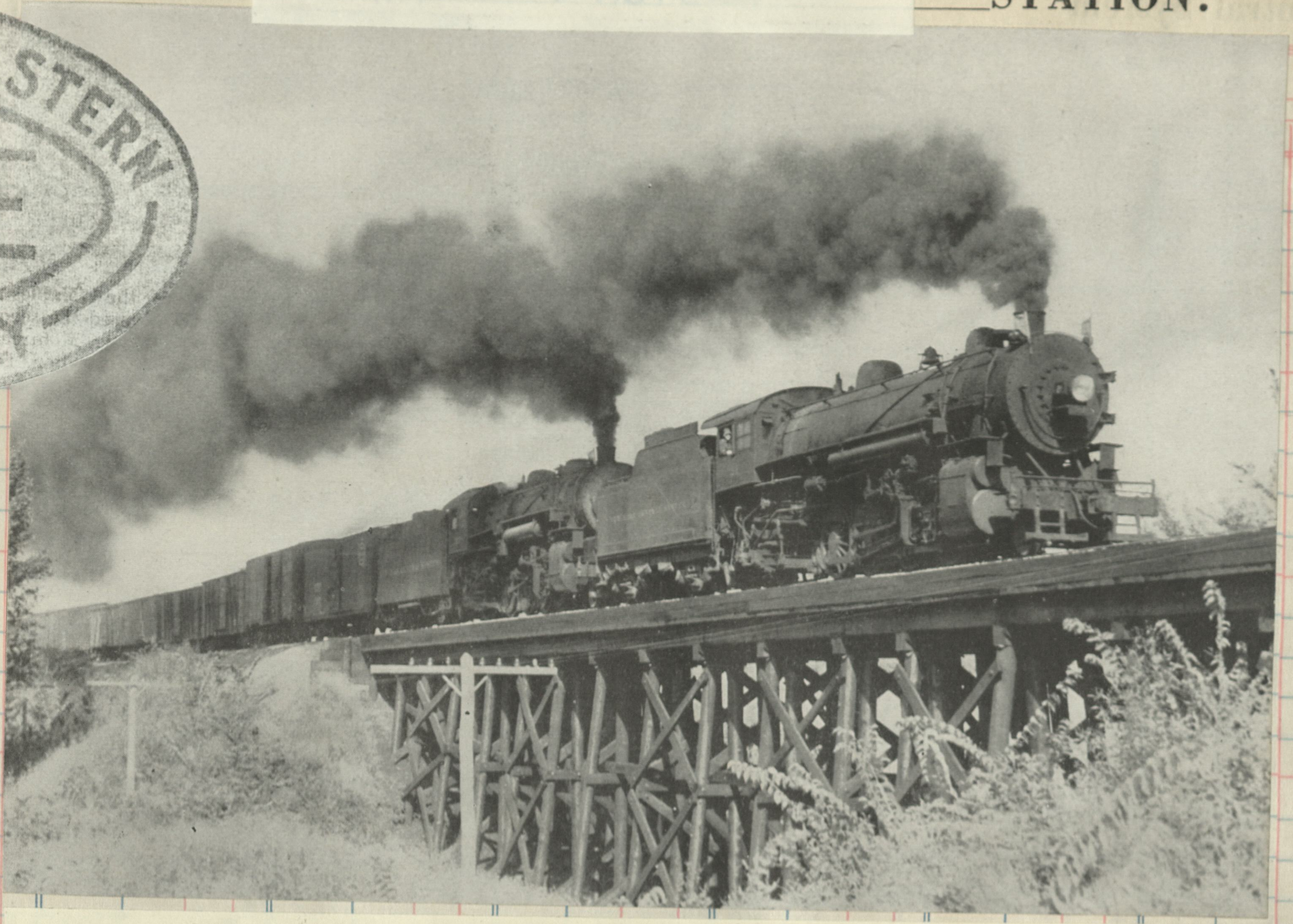
STATION.

NYCS
APA-46

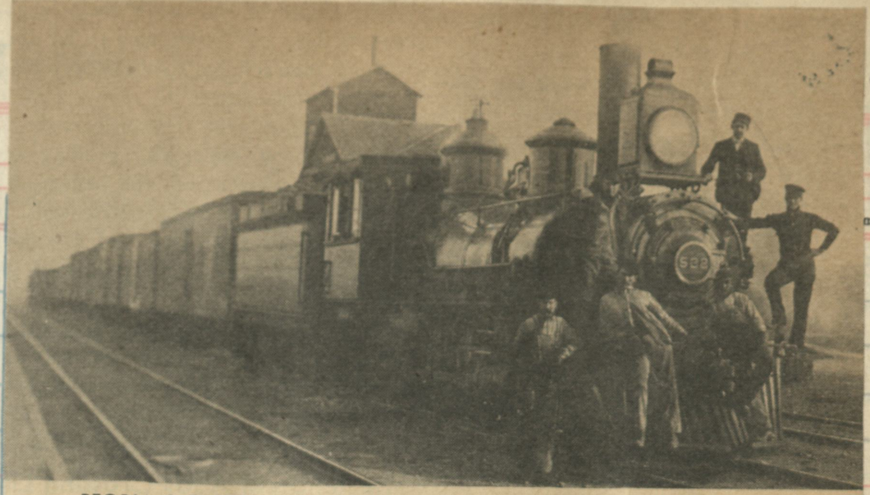
PEORIA AND EASTERN
P&E
RAILWAY

#21
ex G-5a 2-8-0
#2467 Brooks
1904. Rebuilt
by Brooks 1912
as 2-8-2 #3607
H-5e

#37
ex B/4 #6721
2-8-0 G-5t
Brooks 1907
Reblt in 1915
by Brooks to
2-8-2 #6721
H-5o



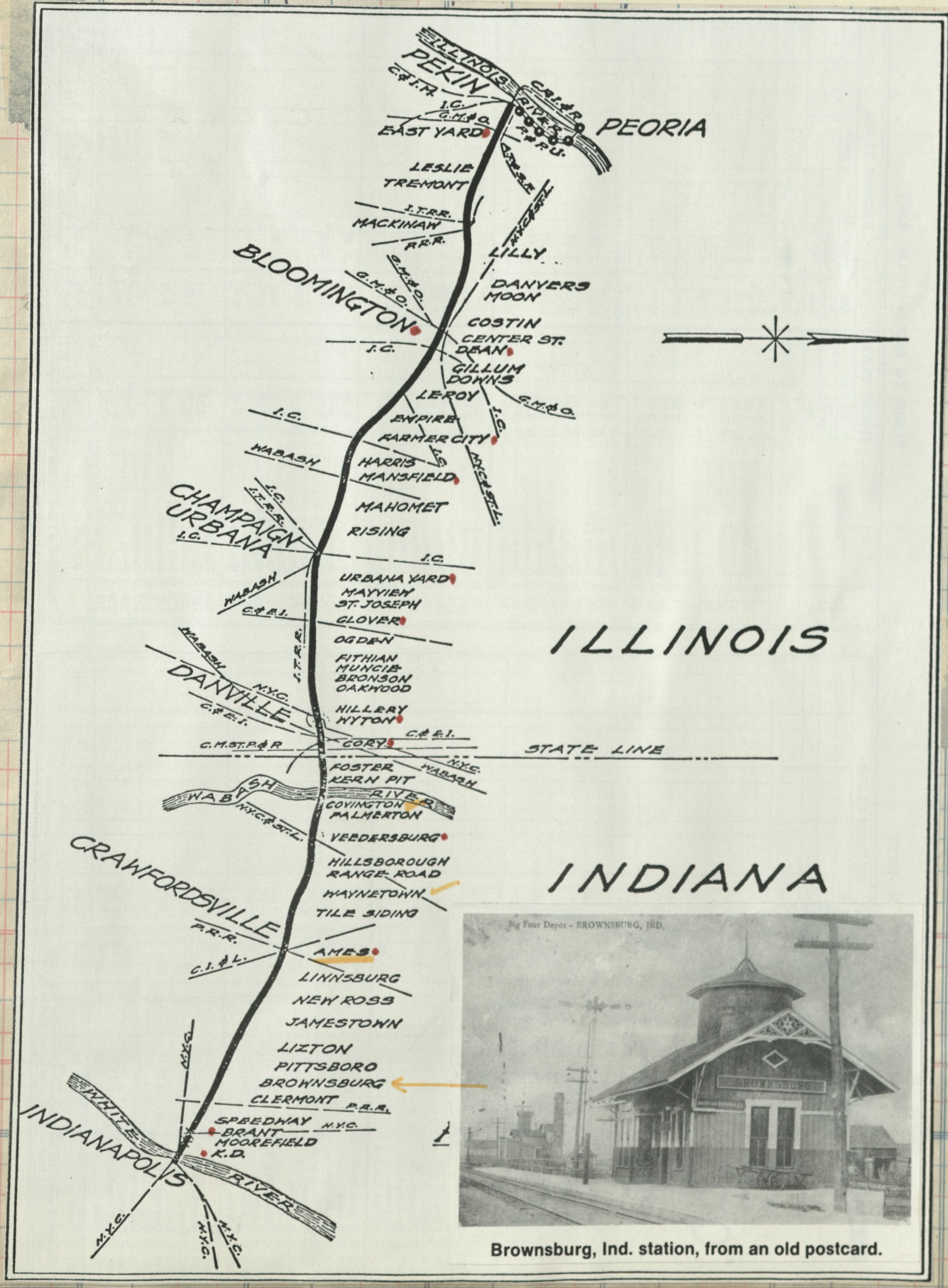
A pair of H-5's, nos 21 & 37, wheeling an extra near Tremont, Ill.



PEORIA & EASTERN ENGINE 522 AT LUDLOW FALLS, OHIO, IN 1902

Big Four R
Waynetown
23

Waynetown, Ind. station in the early 1900's.


ILLINOIS
RIVER
PEKIN
C.&I.M.
C.R.I.&P.
PEORIA
I.C.
G.M.&O.
P.&P.U.
EAST YARD
A.T.&S.F.
LESLIE
TREMONT
N.Y.C.&ST.L.
I.T.R.R.
MACKINAW
P.R.R.
LILLY
BLOOMINGTON
G.M.&O.
DANVERS
MOON
COSTIN
CENTER ST.
DEAN
I.C.
GILLUM
DOWNS
LEROY
G.M.&O.
I.C.
EMPIRE
FARMER CITY
WABASH
HARRIS
MANSFIELD
N.Y.C.&ST.L.
CHAMPAIGN
URBANA
MAHOMET
RISING
I.C.
URBANA YARD
MAYVIEW
ST. JOSEPH
WABASH
C.&E.I.
GLOVER
OGDEN
I.T.R.R.
ILLINOIS
WABASH
FITHIAN
MUNCIE
BRONSON
OAKWOOD
DANVILLE
N.Y.C.
C.&E.I.
HILLERY
WYTON
C.&E.I.
C.M.ST.P.&P.
CORY
STATE LINE
N.Y.C.
WABASH
FOSTER
KERN PIT
WABASH
RIVER
N.Y.C.&ST.L.
COVINGTON
PALMERTON
VEEDERSBURG
CRAWFORDSVILLE
HILLSBOROUGH
RANGE ROAD
WAYNETOWN
INDIANA
TILE SIDING
P.R.R.
AMES
C.I.&L.
LINNSBURG
NEW ROSS
JAMESTOWN
N.Y.C.
LIZTON
PITTSBORO
BROWNSBURG
CLERMONT
P.R.R.
WHITE
SPEEDWAY
N.Y.C.
BRANT
MOOREFIELD
K.D.
INDIANAPOLIS
RIVER
N.Y.C.
N.Y.C.
N.Y.C.

Big Four Depot - BROWNSBURG, IND.

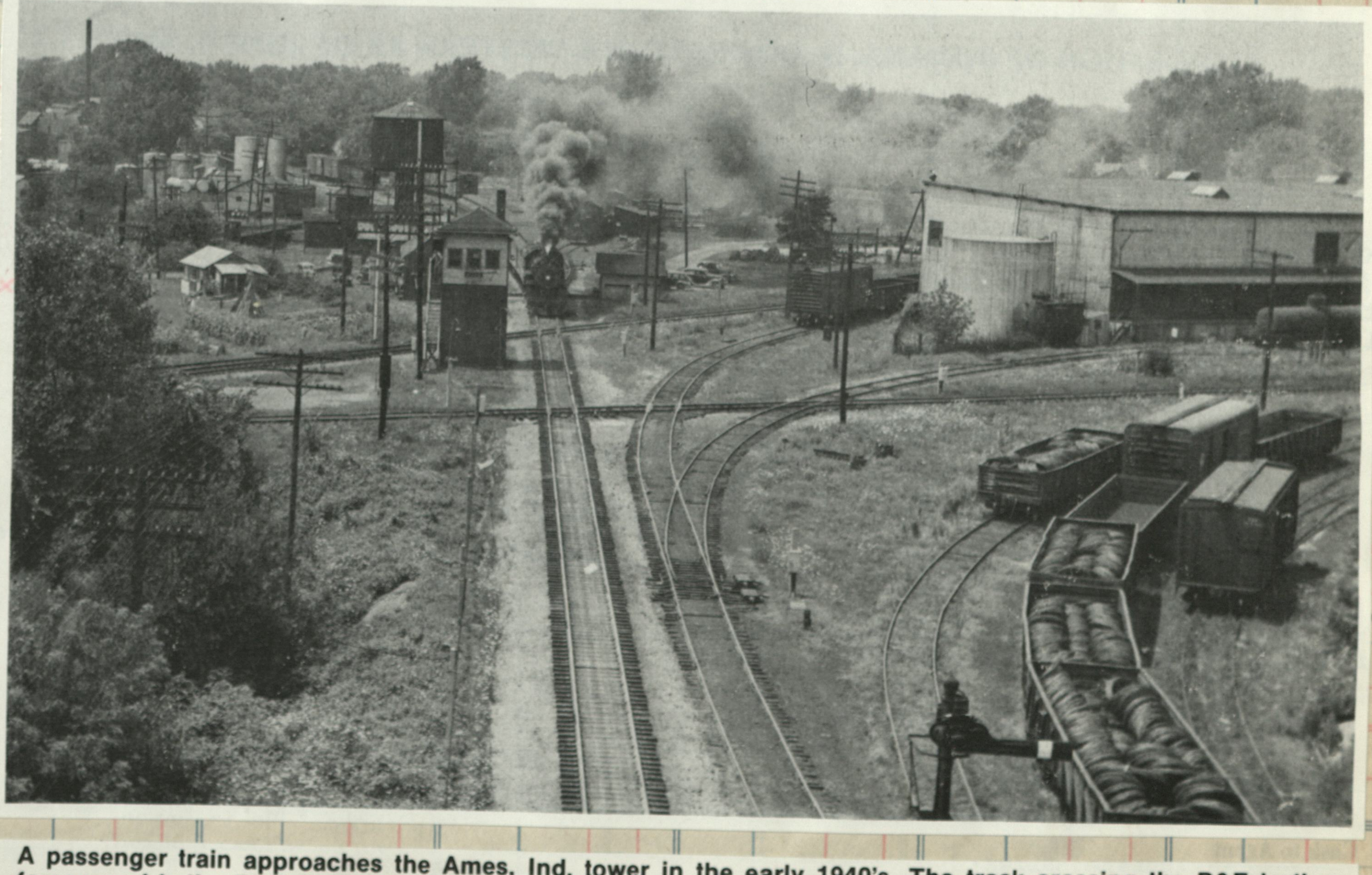
BROWNSBURG

Brownsburg, Ind. station, from an old postcard.

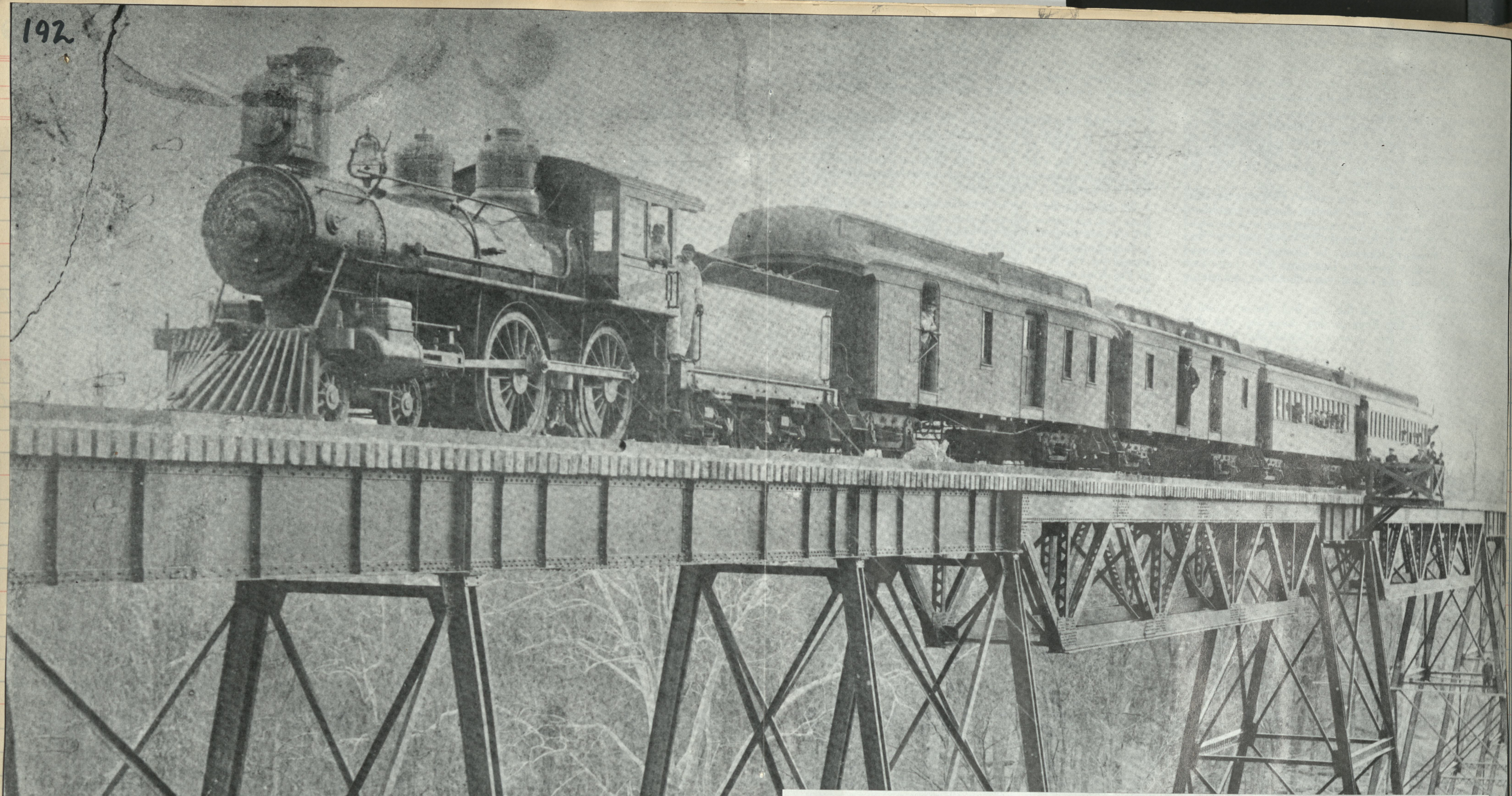
The depot at Covington, Ind., not far from where the Peoria & Eastern crosses the Wabash River, looked like this back in the days of horses, buggies and long-forgotten steam locomotives. The freight engine on the siding is a Belpaire-boilered Consolidation, while the engine on the passenger train is a little 4-4-0. Back in these times the Peoria & Eastern was operated by Big Four and had yet to see Central control.

This photo only, Roy Campbell collection

COVINGTON
AMERICAN EXPRESS CO.

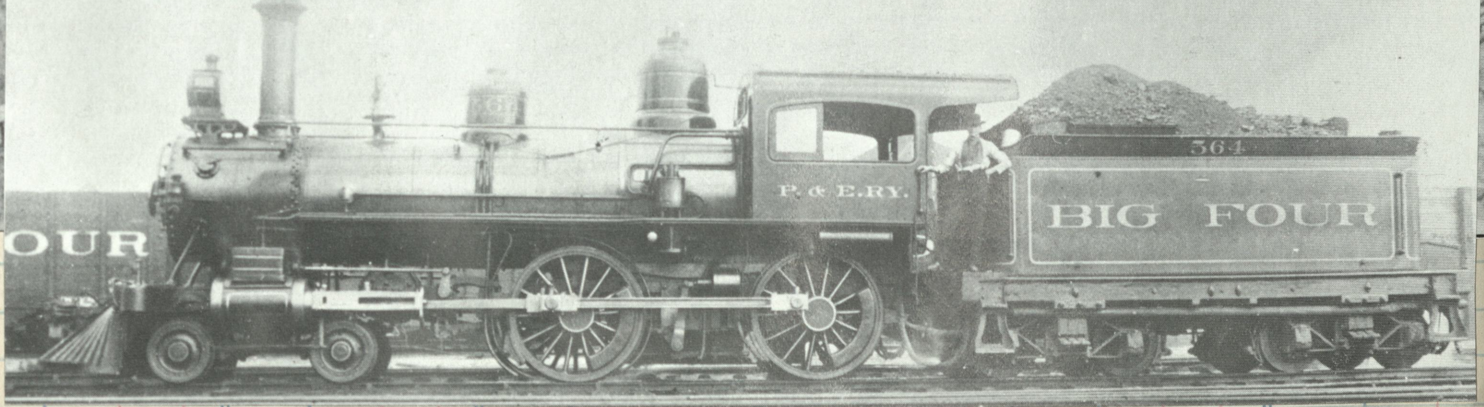


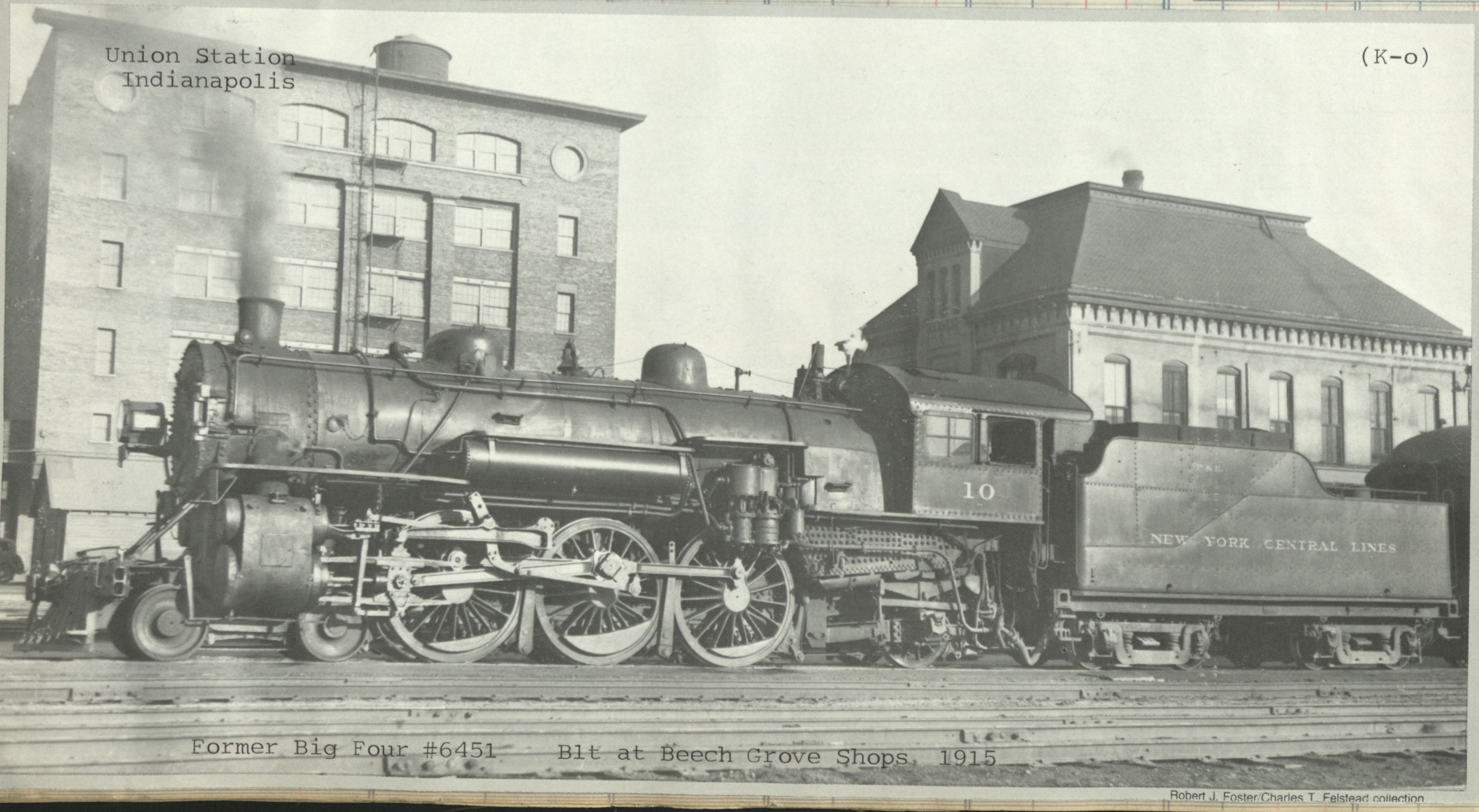
A passenger train approaches the Ames, Ind. tower in the early 1940's. The track crossing the P&E in the foreground is the PRR Terre Haute & Logansport branch; behind the tower is the Monon. Photograph taken from atop the coal dock by Claude E. Coram, from the collection of E. J. Simon, Jr.



A class C64 locomotive and train crossing the P&E's Vermilion River Viaduct. This structure contains a total of 31 spans and is 1,205 feet in length. It was built in 1893 by the Detroit Bridge and Iron Works. Photograph from Mr. W. D. Retzolk, Sr., who donated the original to the Urbana, Ill., Public Library.

Built at Rhode Island in 1869 as I.B.& W.#8, to P.& E.#564 and last as B/4 #7071. c/n 140, B/4 class C-64


OUR
P. & E.RY.
564
BIG FOUR



Union Station Indianapolis

(K-o)

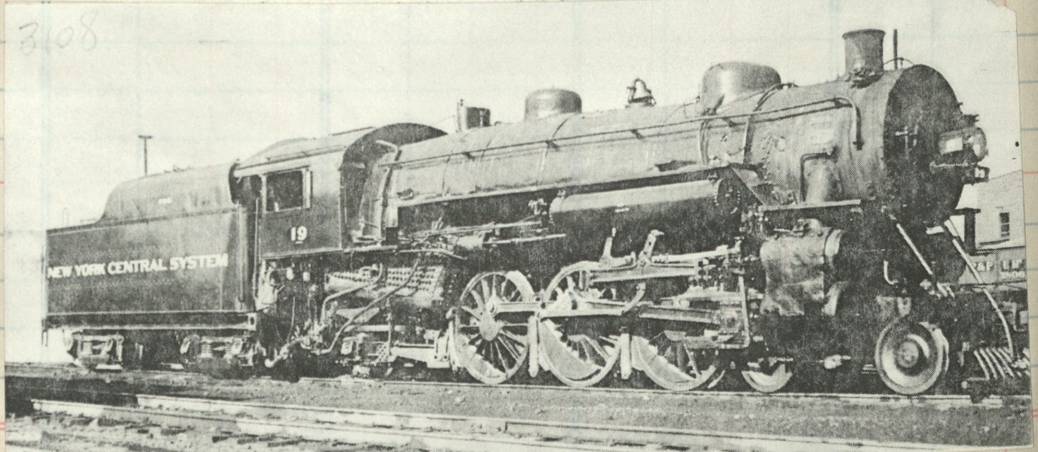
10
NEW YORK CENTRAL LINES

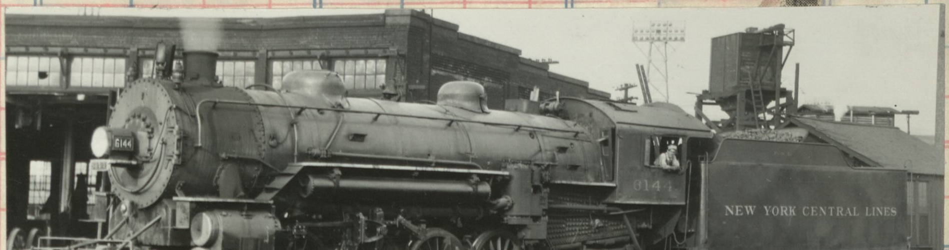
Former Big Four #6451 Blt at Beech Grove Shops 1915

Robert J. Foster/Charles T. Felstead collection

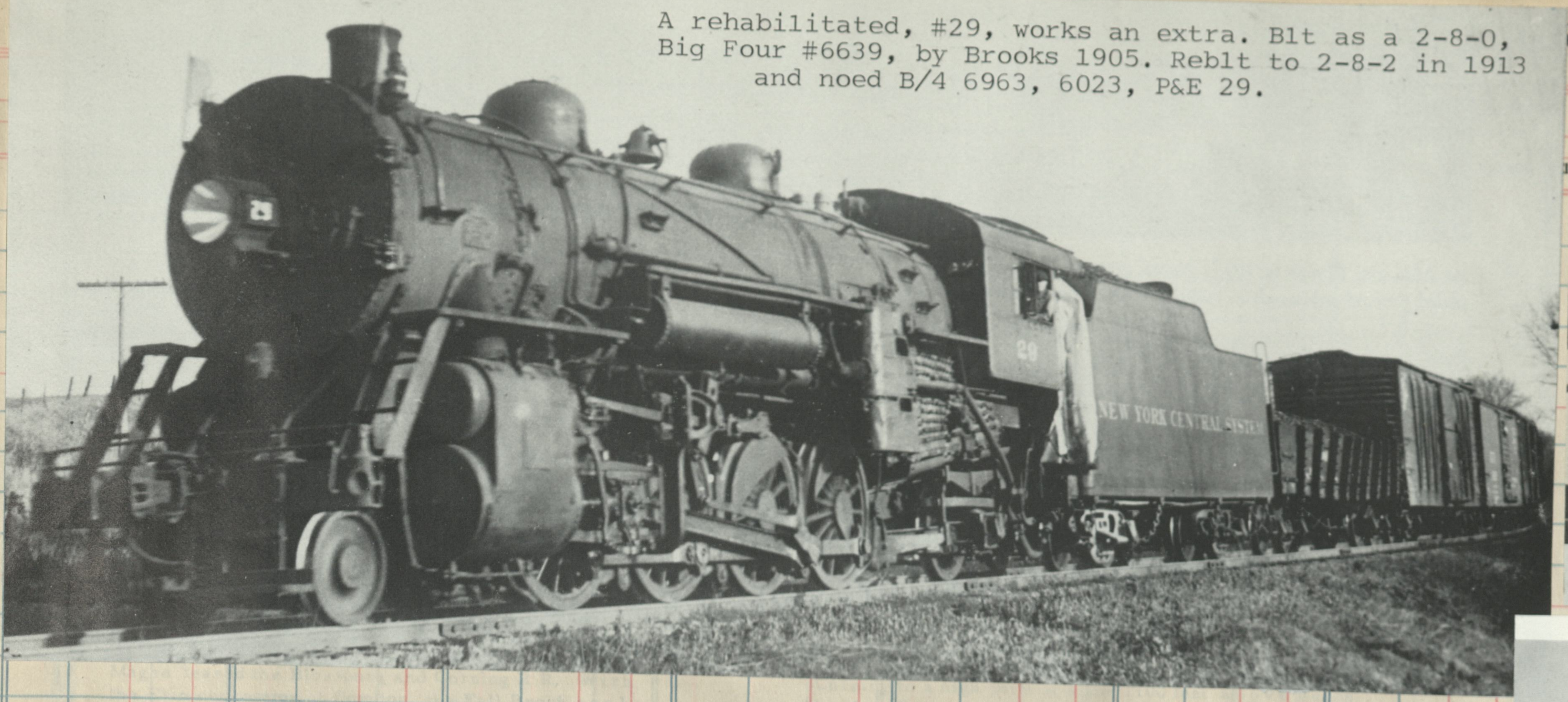
Another reblt K-11. Three K-11b's 3081, 3084, 3108 reblt at Urbana '29-'30 as K-14b to P&E 17, 18, 19.

3108

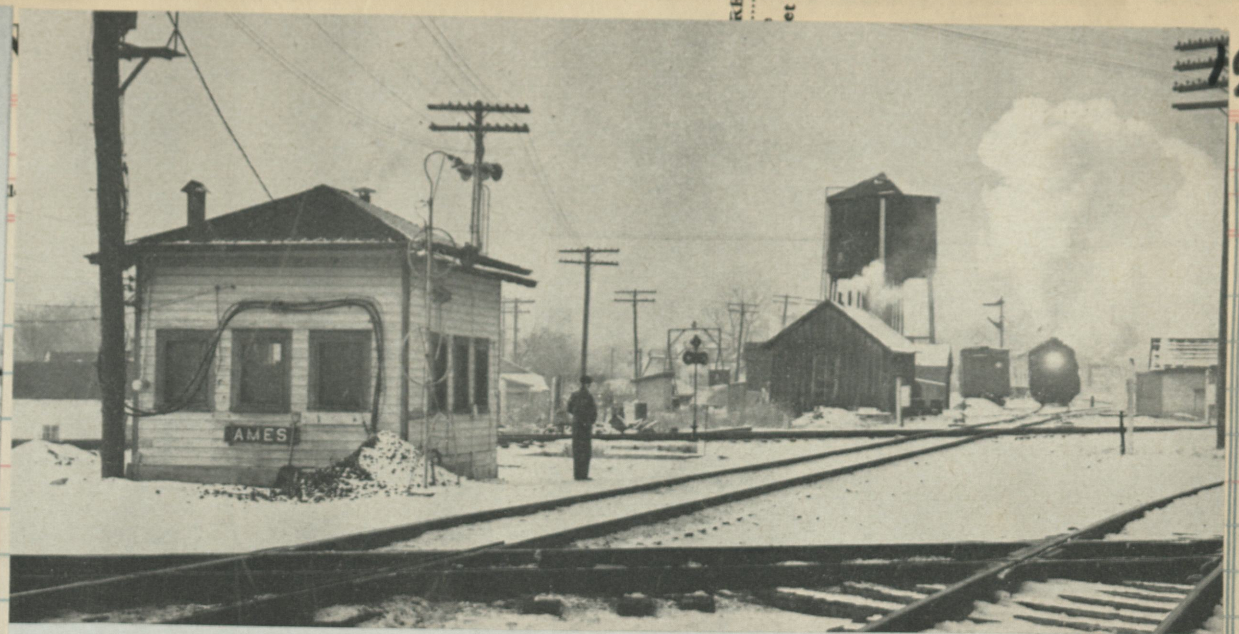

NEW YORK CENTRAL SYSTEM
19


NEW YORK CENTRAL LINES

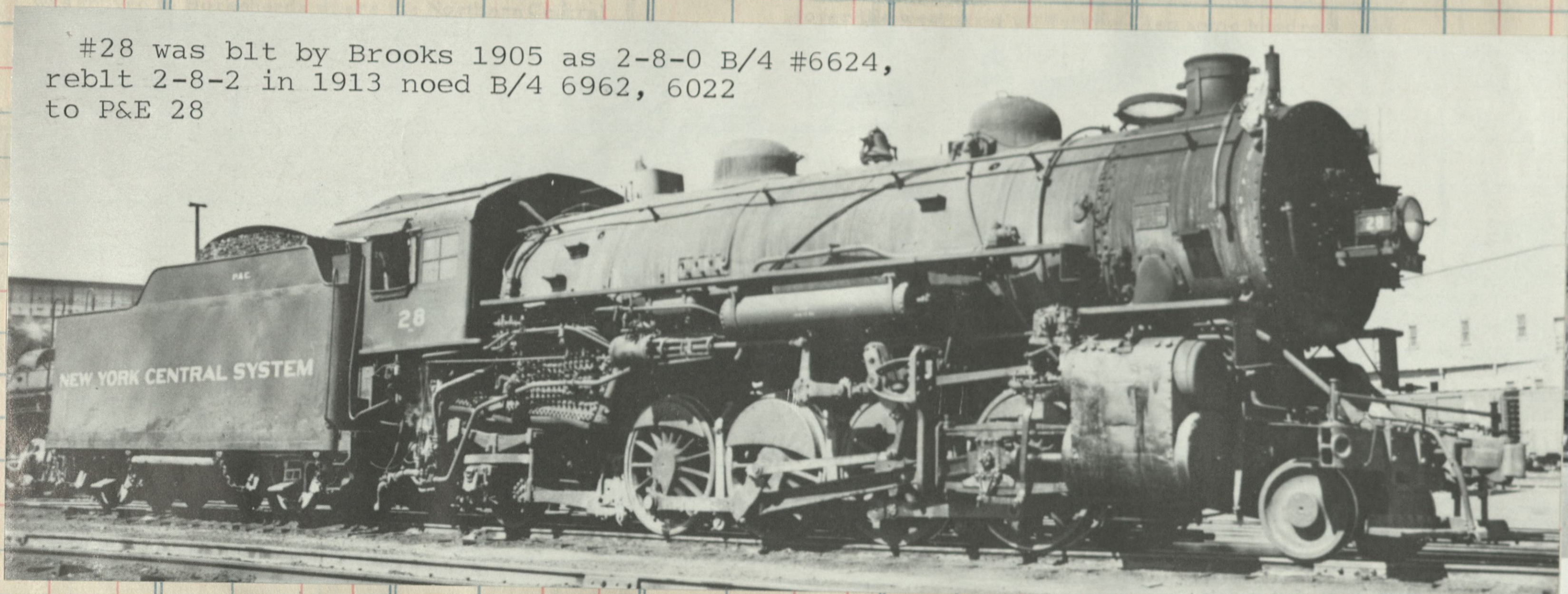
The 6144 org LS&MS 2-8-0 #908 [see Pg 169] G-5a Brooks 1904. Renoed 5908. Reblt in 1913 Brooks as 2-8-2 class H-5La #4144. To B/4 6144, then P&E 6144, 34.



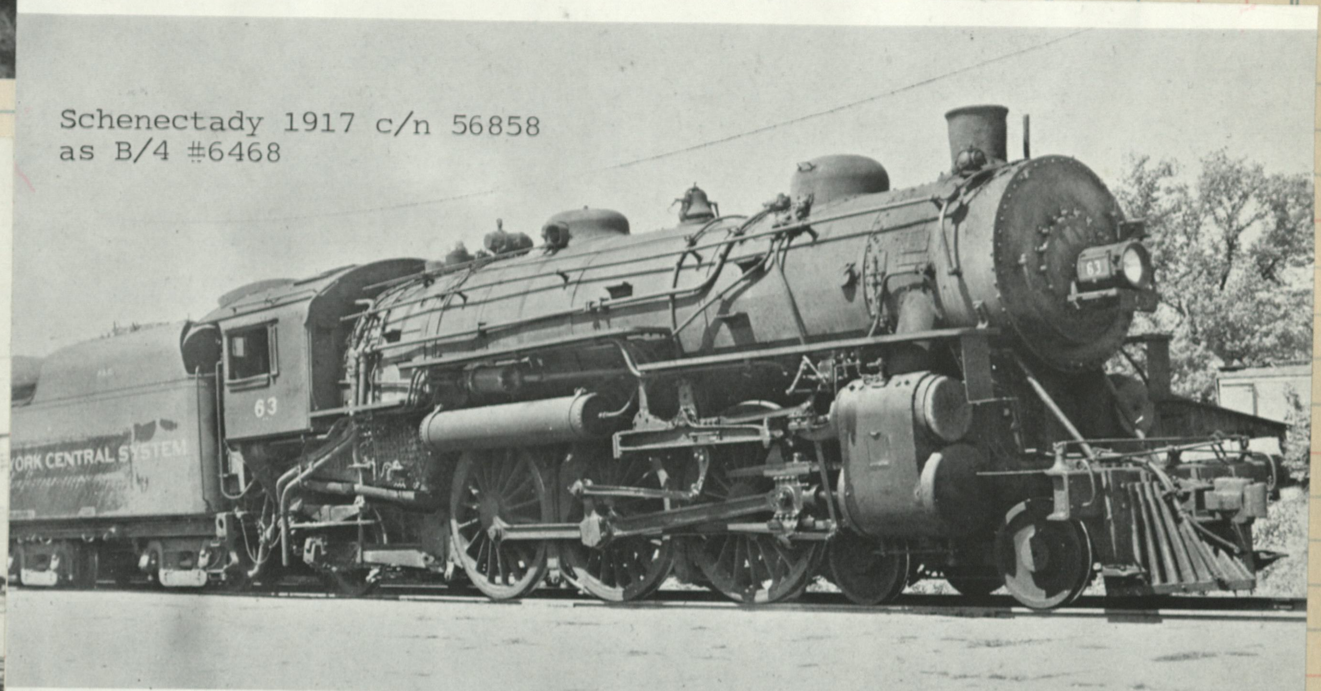
A rehabilitated, #29, works an extra. Blt as a 2-8-0, Big Four #6639, by Brooks 1905. Reblt to 2-8-2 in 1913 and noed B/4 6963, 6023, P&E 29.



The abbreviated form of the tower at Ames after orginal was bowled over by a derailment

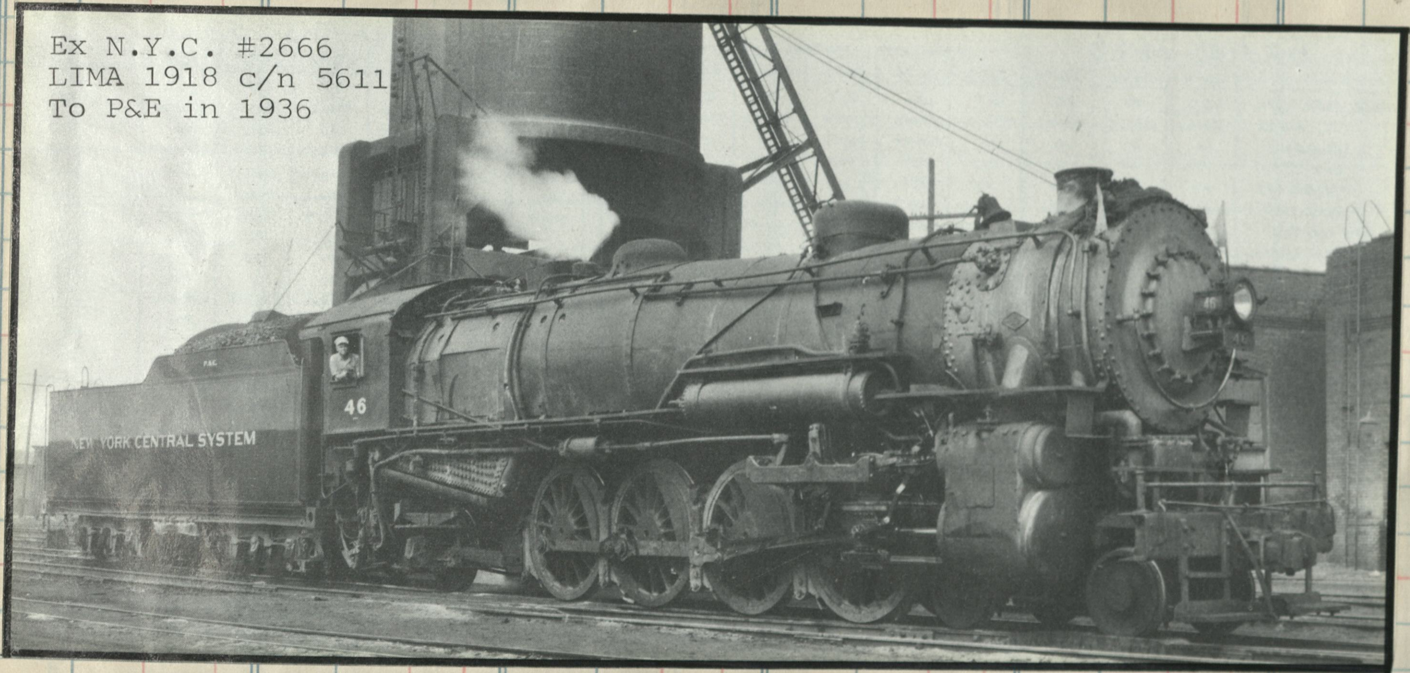


#28 was blt by Brooks 1905 as 2-8-0 B/4 #6624, reblt 2-8-2 in 1913 noed B/4 6962, 6022 to P&E 28

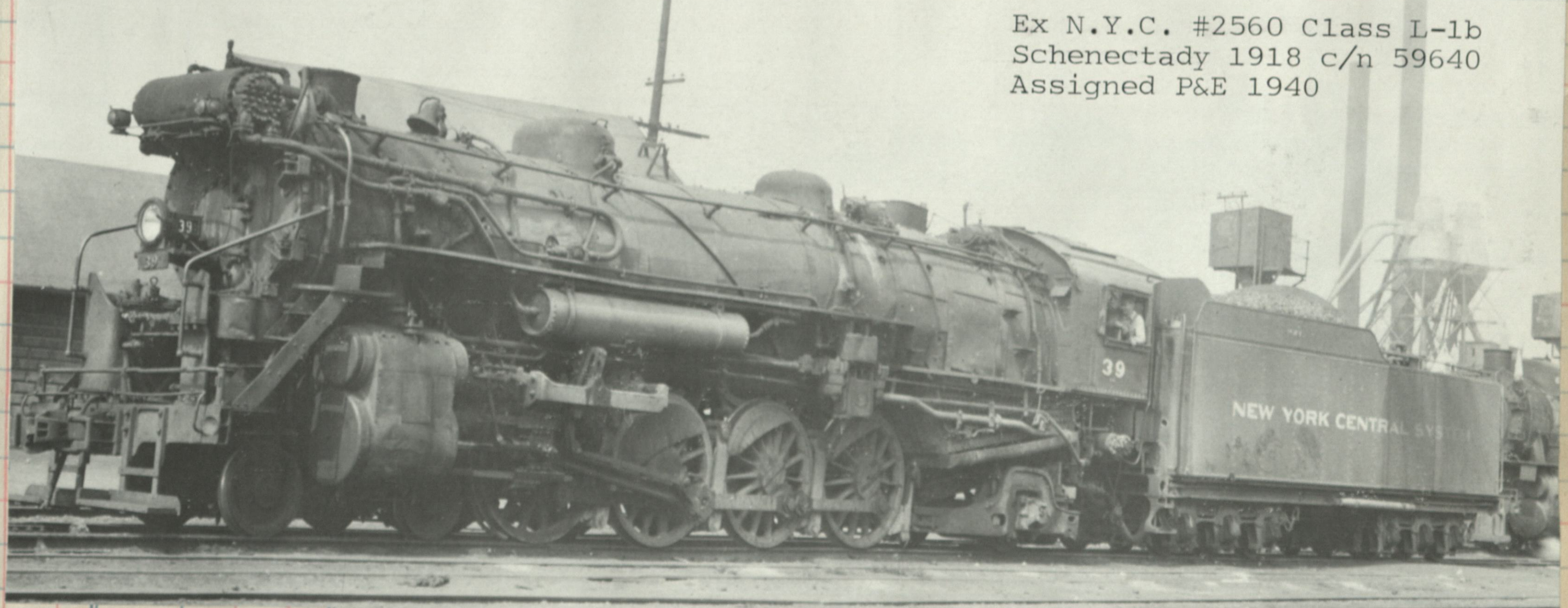


Schenectady 1917 c/n 56858 as B/4 #6468

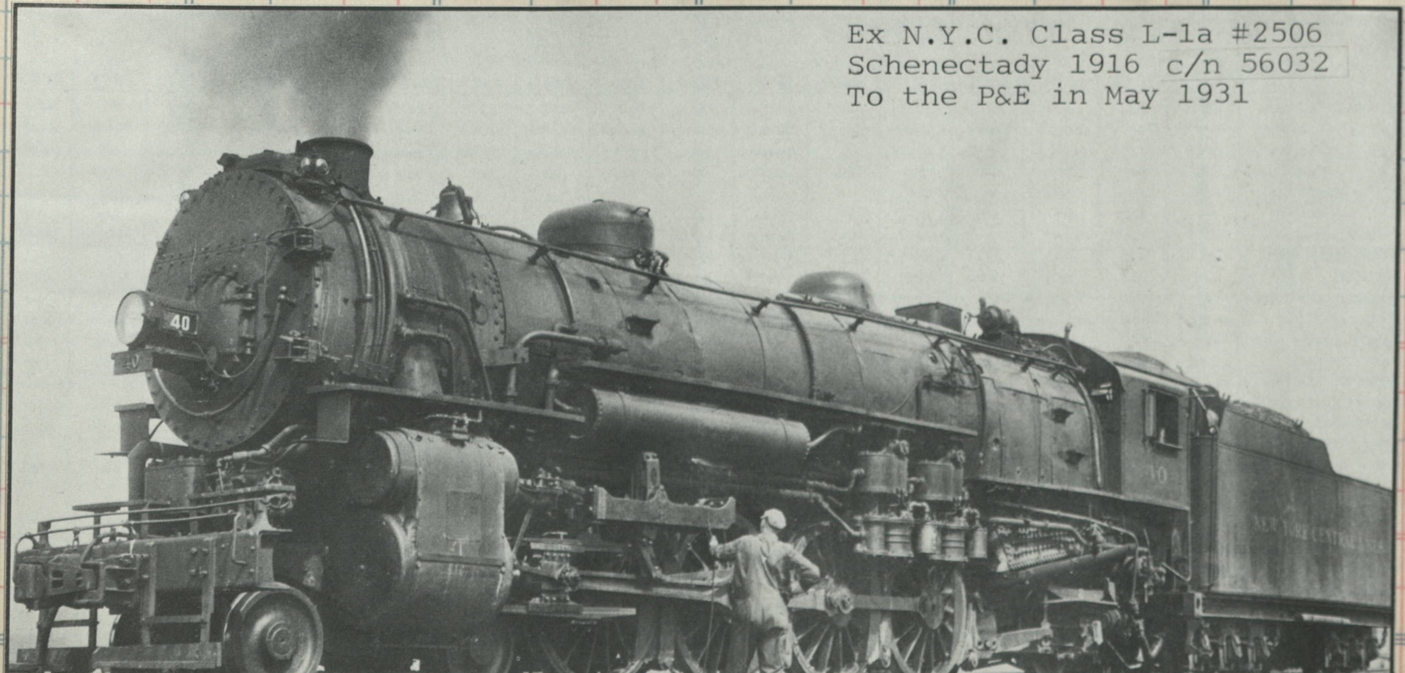
Here is the infamous K-3k 4-6-2 that piled up in a bad wreck at West Liberty with C. B. "Pappy" Collins aboard as engineer. At the tim the accident, this engine was numbered 4868, but after rebuilding at Beech Grove Shops it became Peoria & Eastern 63 as shown in photo taken in August, 1946 at Champlain, Illinois.



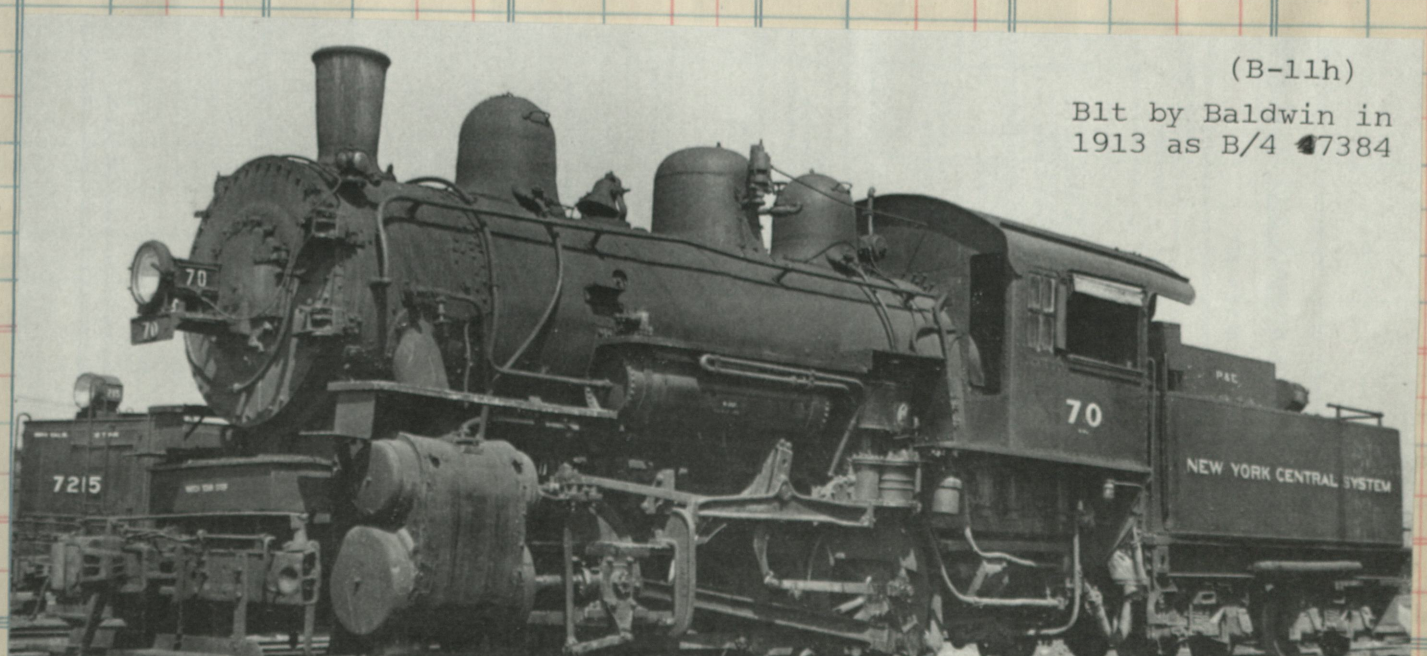
Ex N.Y.C. #2666
LIMA 1918 c/n 5611
To P&E in 1936



Ex N.Y.C. #2560 Class L-1b
Schenectady 1918 c/n 59640
Assigned P&E 1940



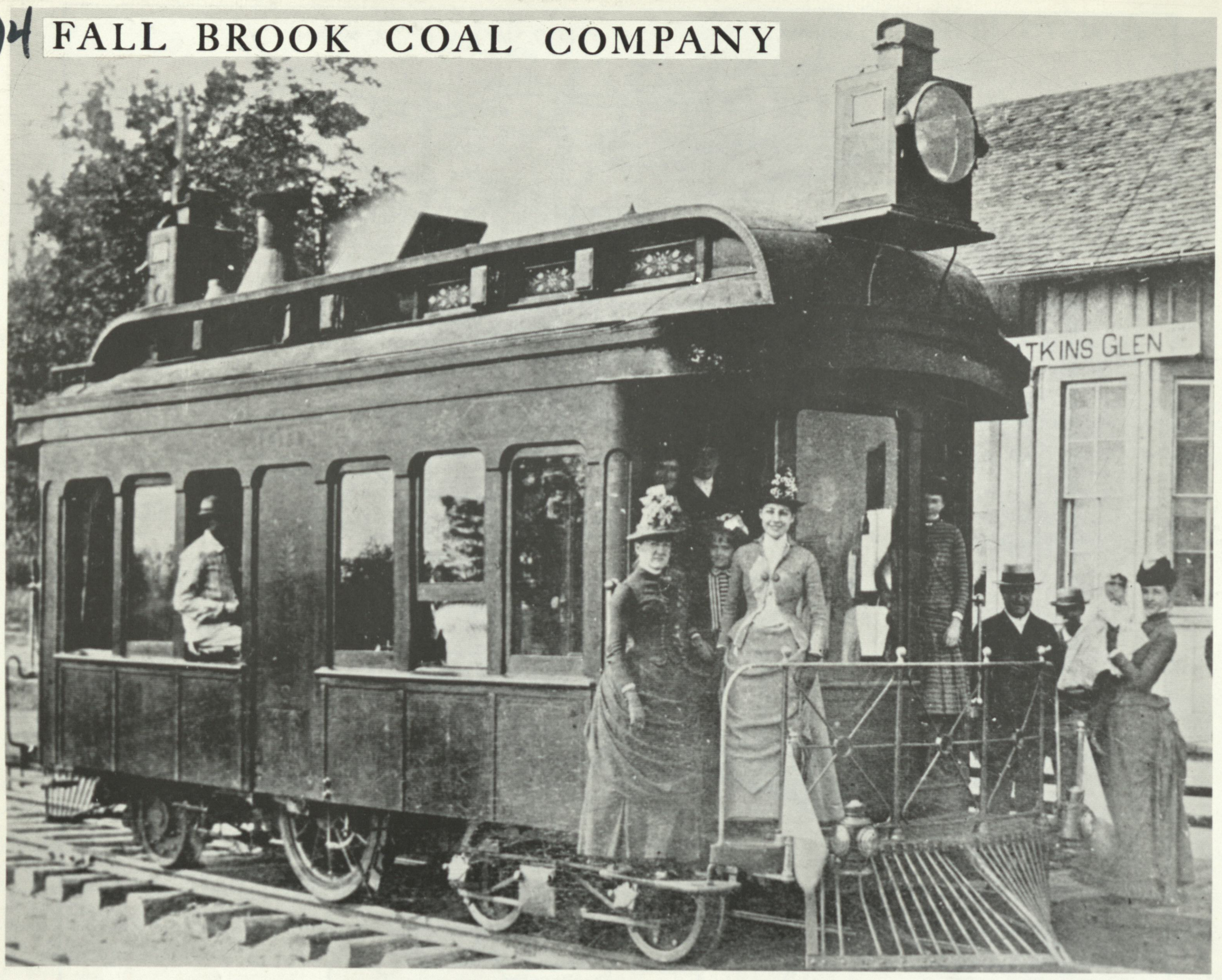
Ex N.Y.C. Class L-1a #2506
Schenectady 1916 c/n 56032
To the P&E in May 1931



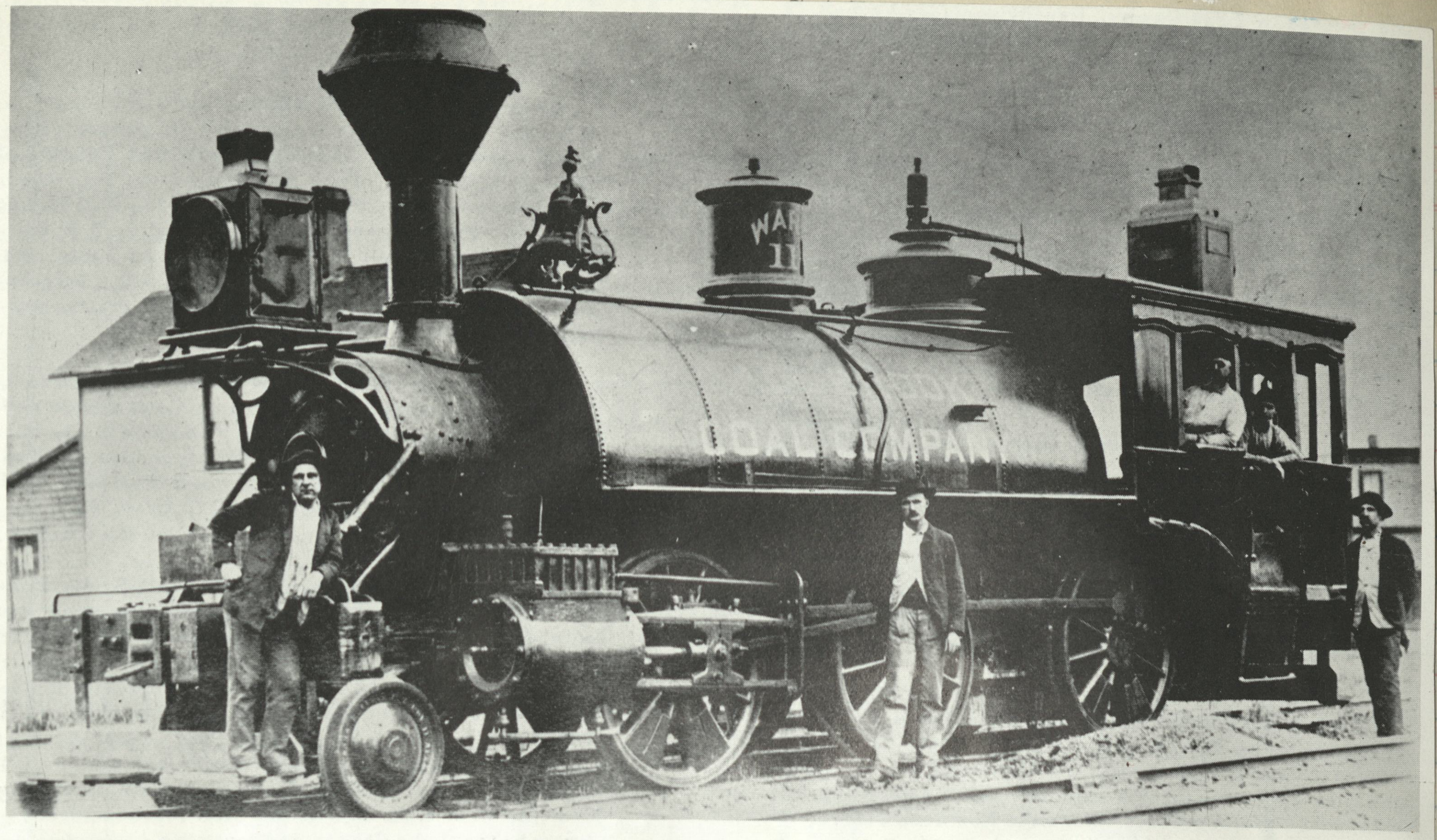
(B-11h)

Blt by Baldwin in
1913 as B/4 #7384

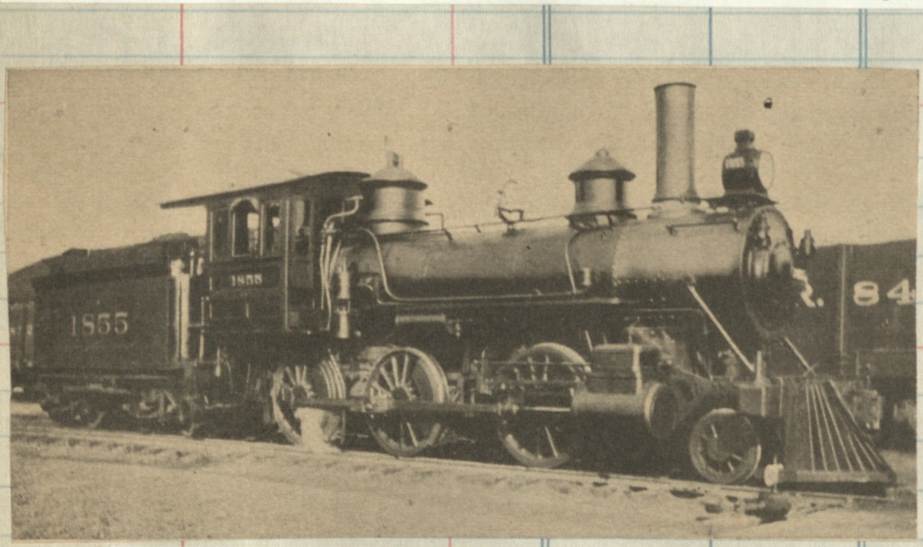
FALL BROOK COAL COMPANY



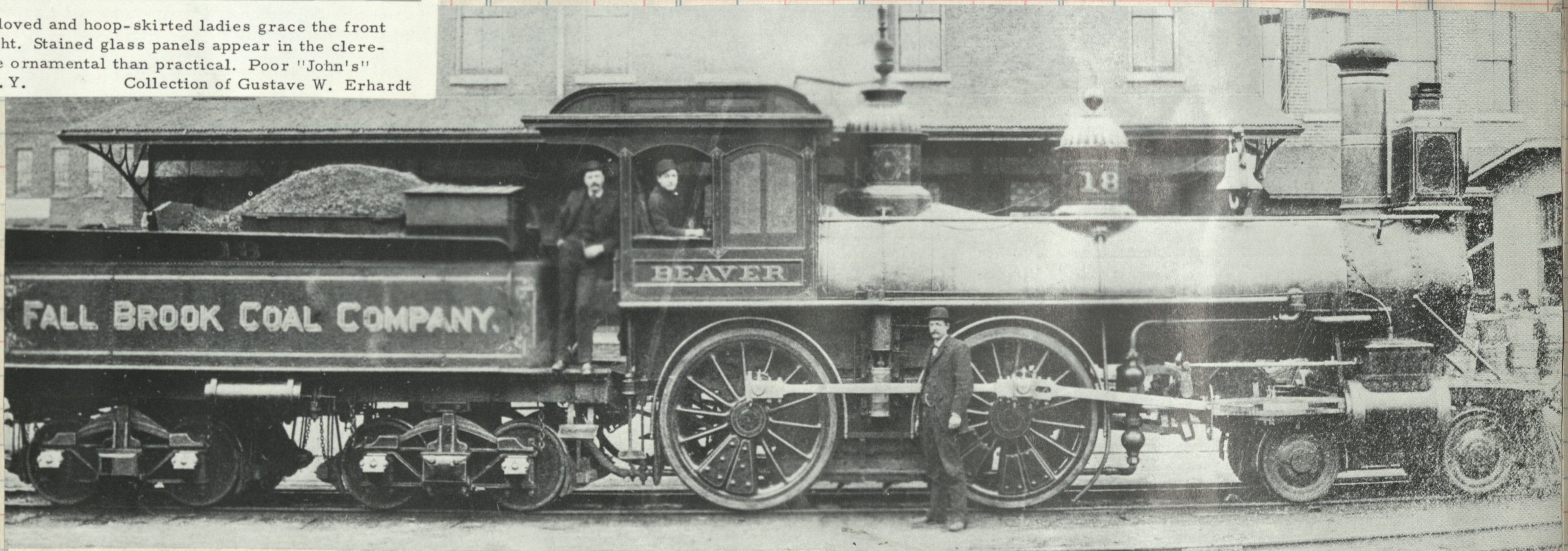
Fall Brook Coal Co. inspection engine "John" at Watkins Glen, N.Y. Well gloved and hoop-skirted ladies grace the front platform under a headlight that seems to have been mounted as an afterthought. Stained glass panels appear in the clerestory roof windows while the lightly built pilot or "cow catcher" seems more ornamental than practical. Poor "John's" body later ended up as a roadside lunchroom about 3 miles from Corning, N.Y. Collection of Gustave W. Erhardt



Fall Brook Coal Co. No. 11, "Warrior" was built by the New Jersey Locomotive Works in 1866. The spindly looking 2-6-0T apparently saw much duty as a yard switcher due to the front pilot footboards. The ornate wooden cab seemed to have had plenty of room, but needed to be sturdy as well in order to support the huge oil fueled back up light.

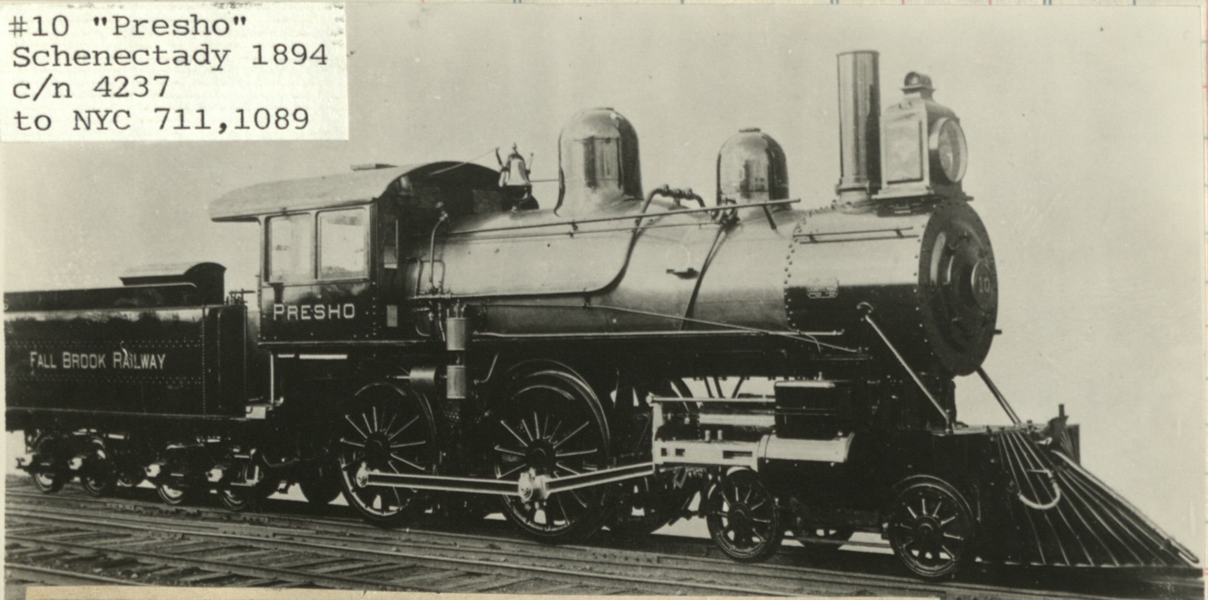


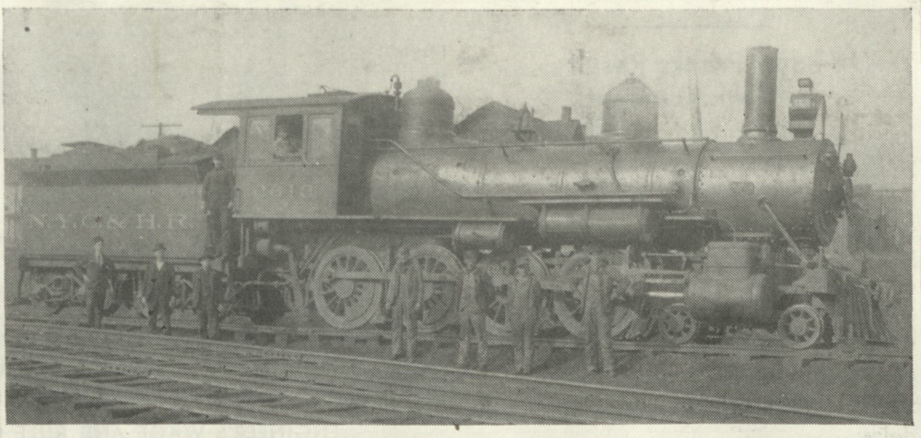
NYC 1855 ex FBC #55 c/n 1946
Schenectady 1885



The "Beaver" was built in 1874 [c/n 226] by Brooks as McKean & Buffalo #1

#10 "Presho"
Schenectady 1894
c/n 4237
to NYC 711,1089



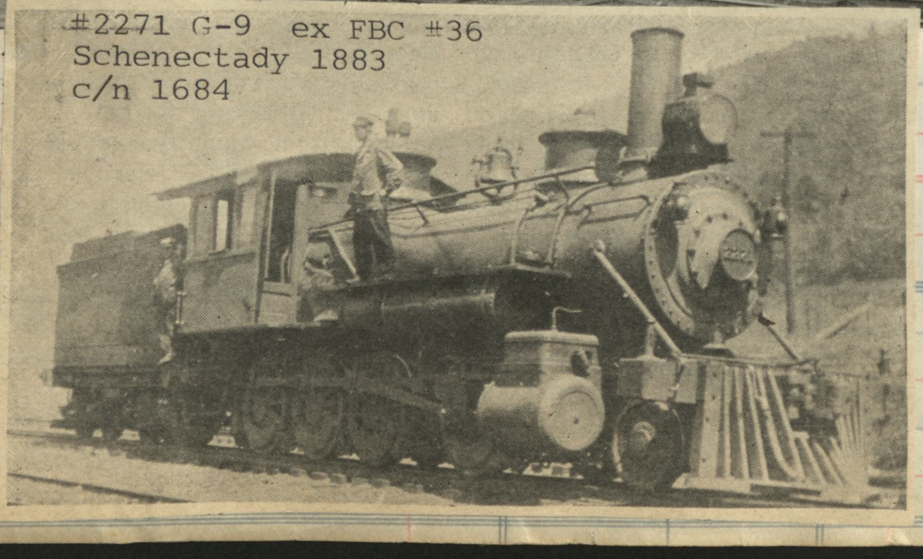


OLD NEW YORK CENTRAL & HUDSON RIVER'S ENGINE 2613 AT PATTON, PA.

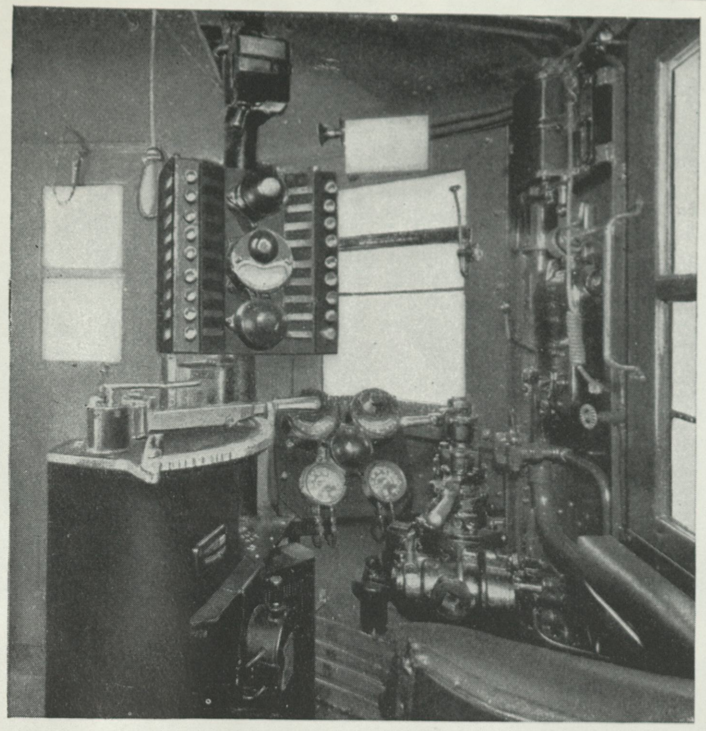
OLD NEW YORK CENTRAL & HUDSON RIVER'S ENGINE 2611 AT PATTON, PA.

A pair of former Beech Creek, Clearfield & Southwestern 4-8-0's. The 2613 was blt as BCC&SW #53 by Schenectady in 1893 c/n 3999. Noed NYC 2613, 3613. No 2611 blt by Schenectady 1892 c/n 3608 as BCC&SW #51, later NYC 2611, 3611.

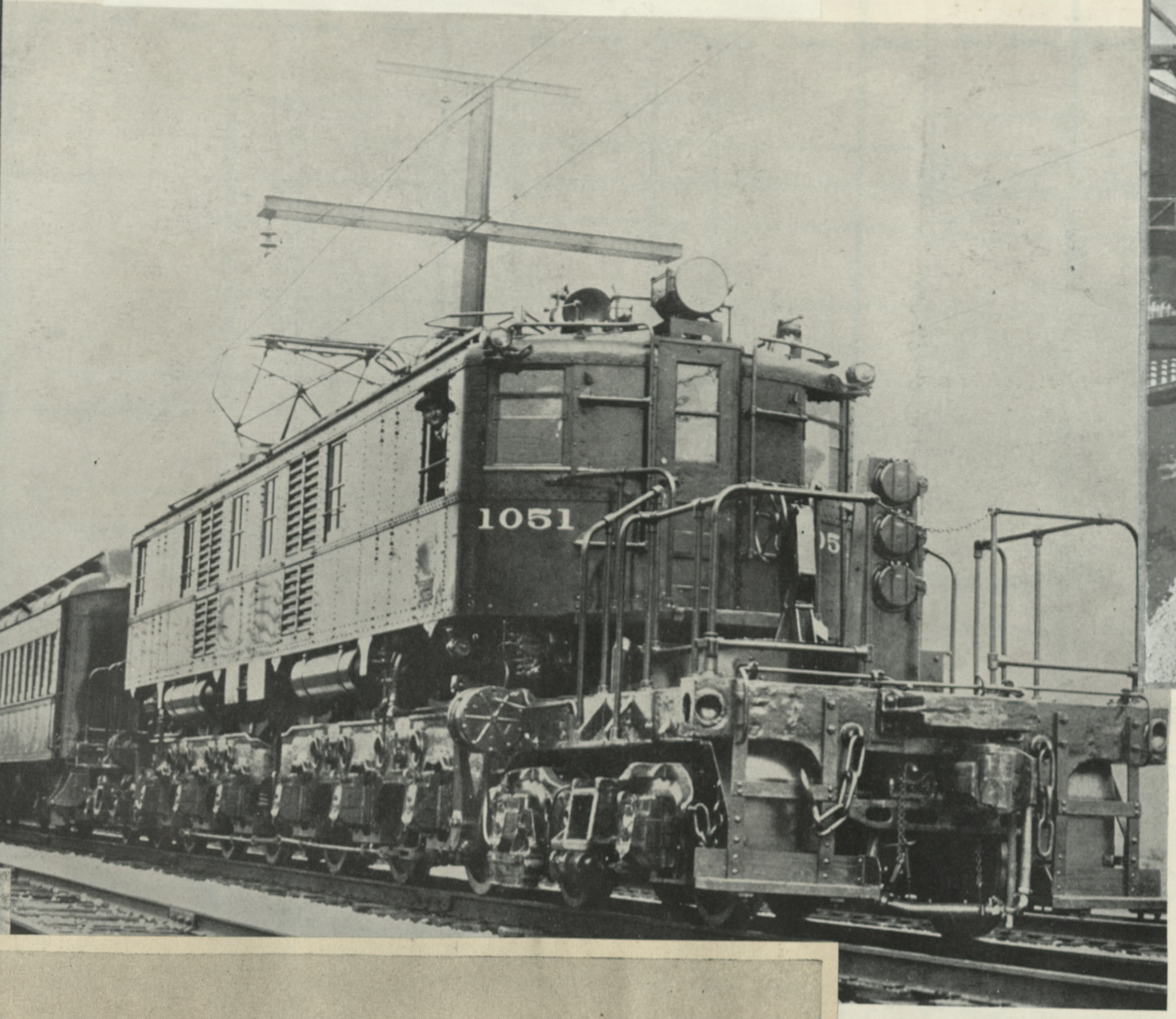
#2271 G-9 ex FBC #36
Schenectady 1883
c/n 1684



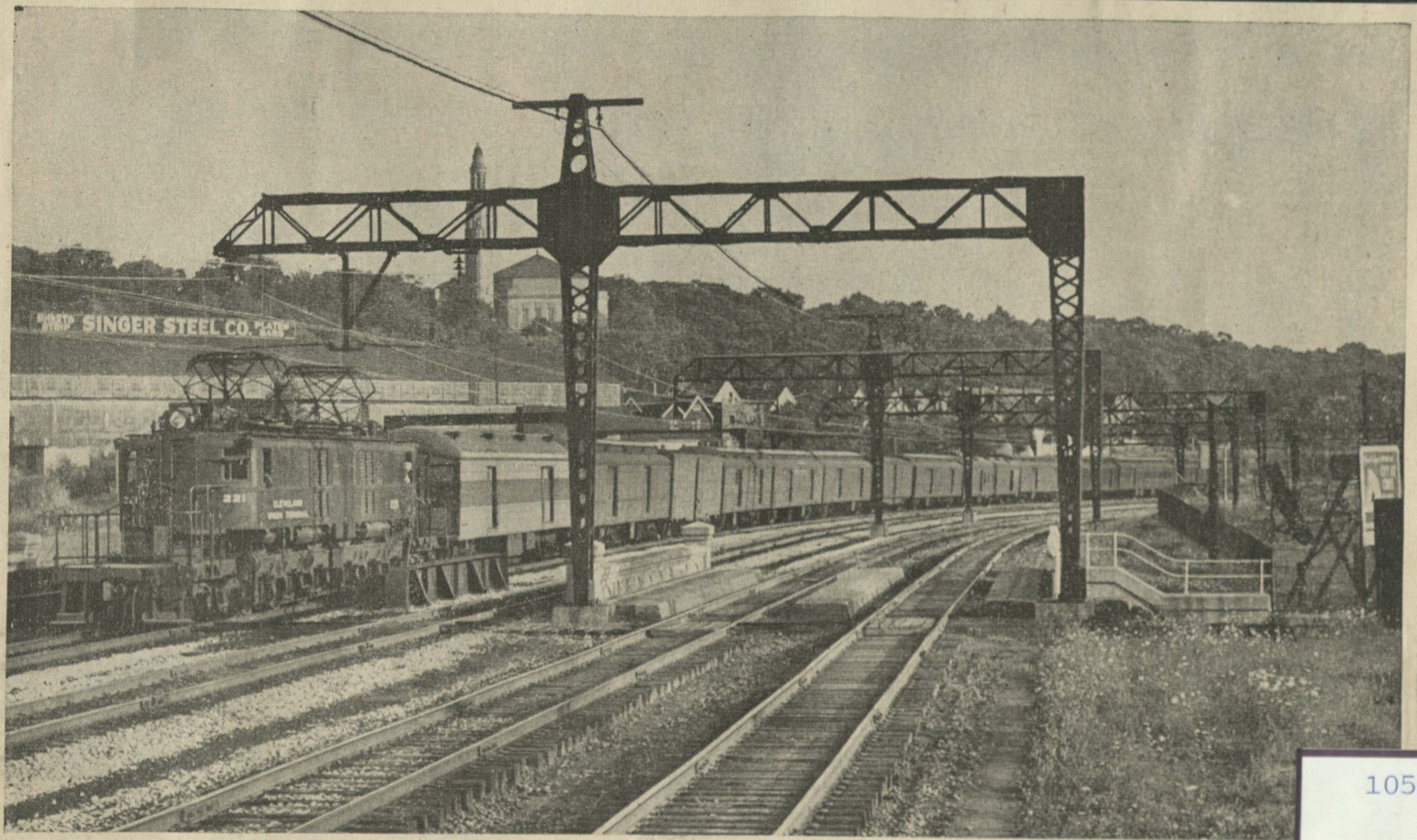
Engineer's controls on a P-1a



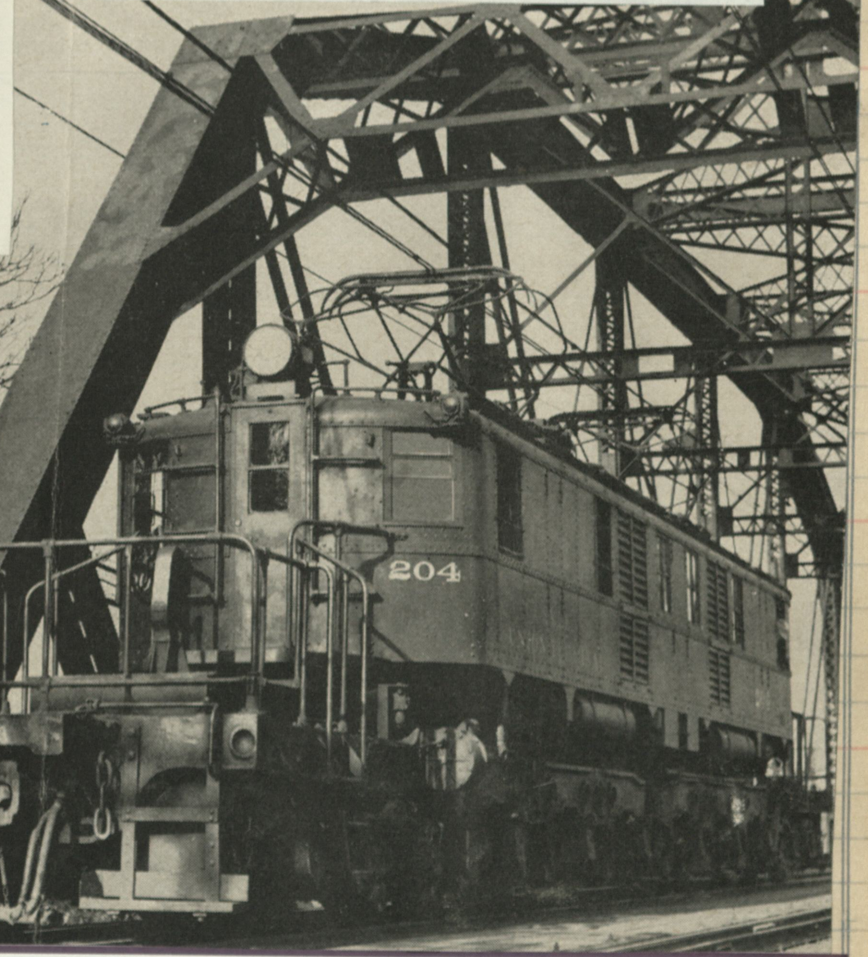
CLEVELAND UNION TERMINAL



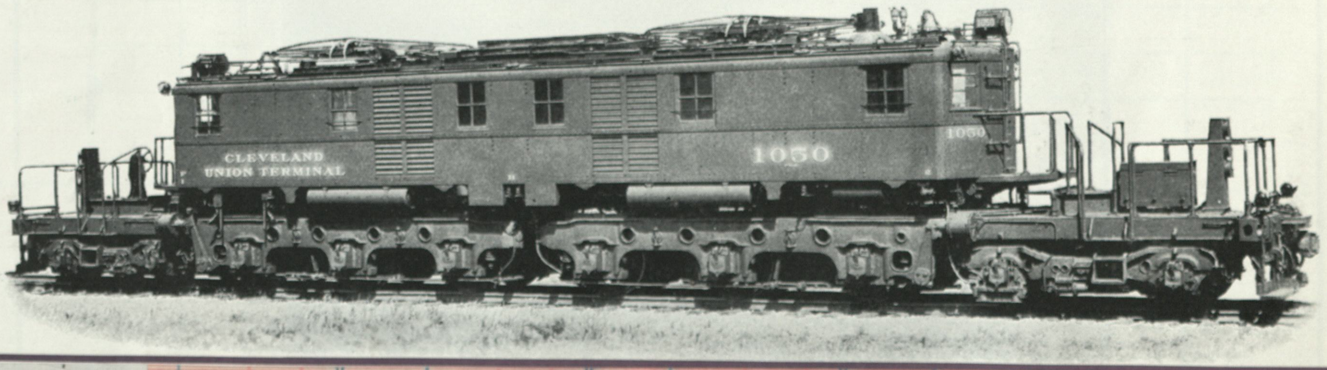
No railroad station in the United States ever had a more imposing exterior than the one that threw open its doors to the public back on June 29, 1930 in the Forest City. Nothing similar has ever surpassed the 52-story office building and tower that rose above the terminal tracks and with the floodlighting of the tower at night it was an impressive landmark and beacon for miles.


SINGER STEEL CO.

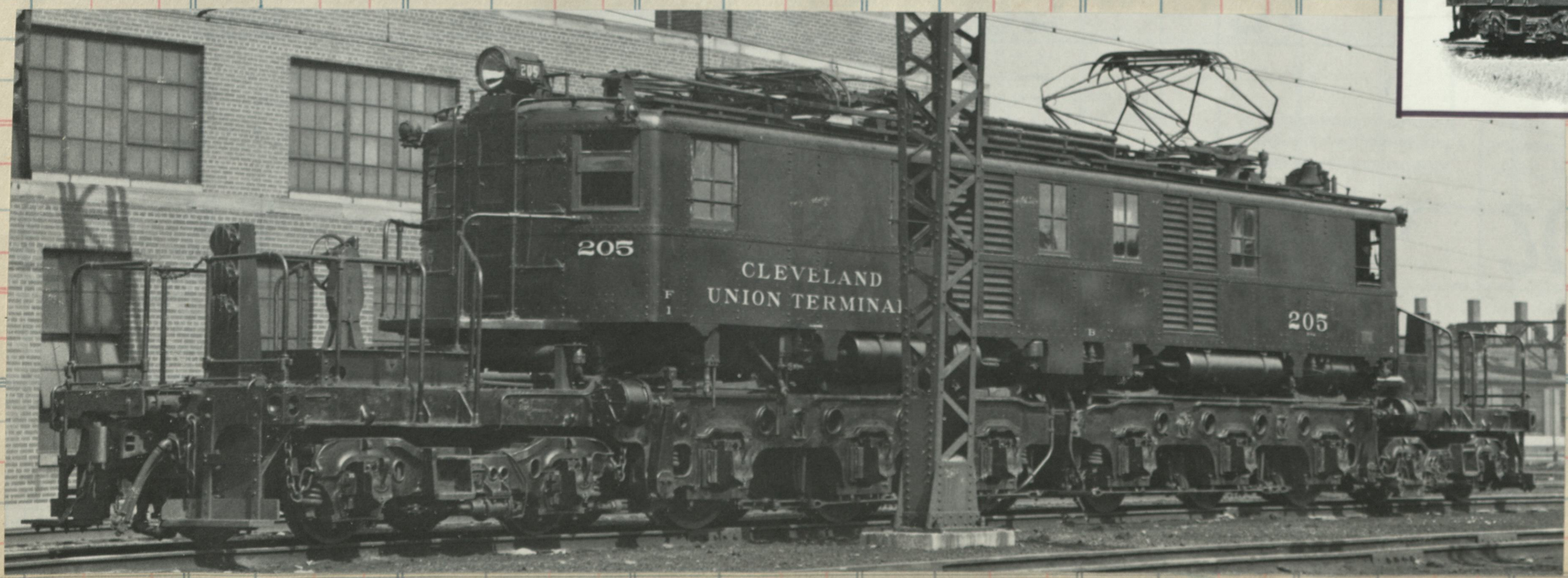
Fast Mail No. 14 cants to curve at Mayfield Road. Two tracks at left of train belong to Nickel Plate; pair at extreme right a freight—only Belt Line of the New York Central



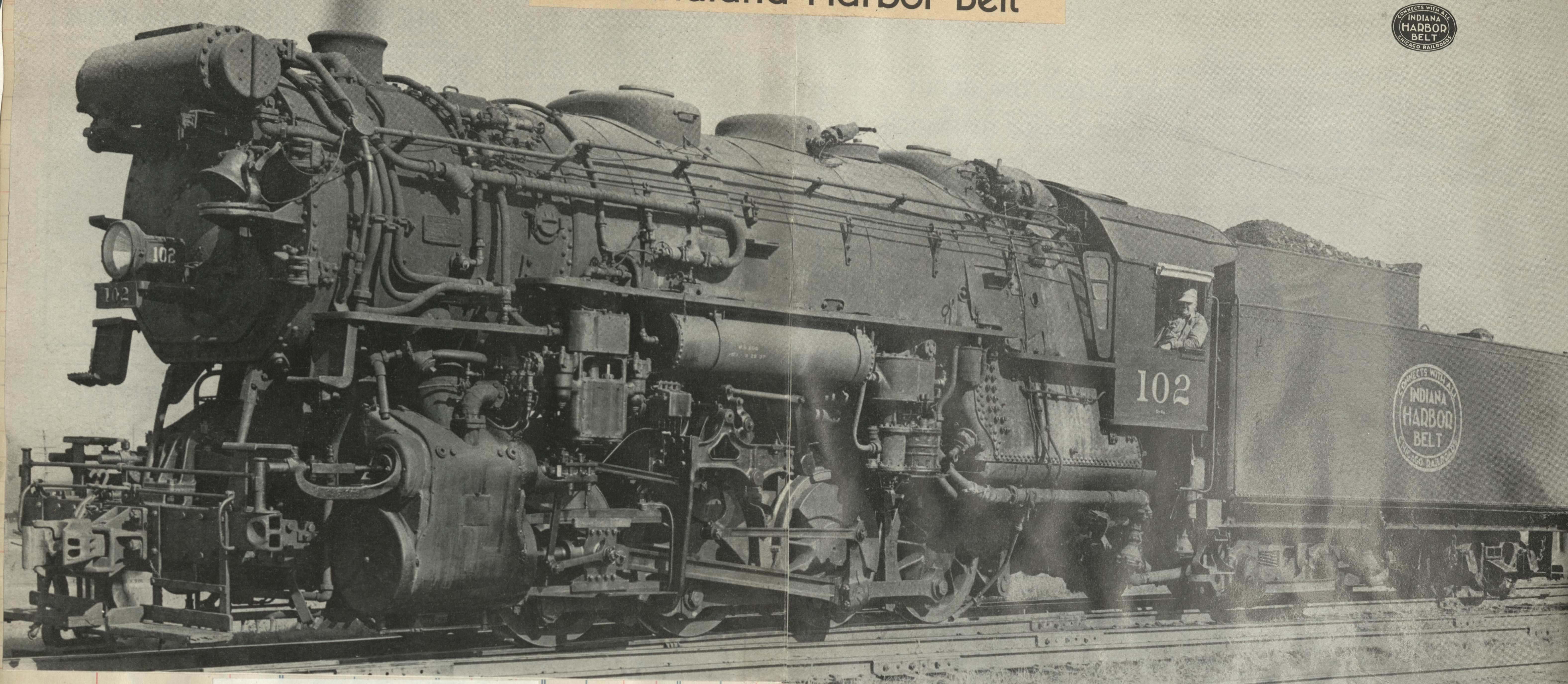
1050-1069 class P-1a Alco-GE 1929


CLEVELAND UNION TERMINAL
1050

Org 1055


205
CLEVELAND UNION TERMINAL
205

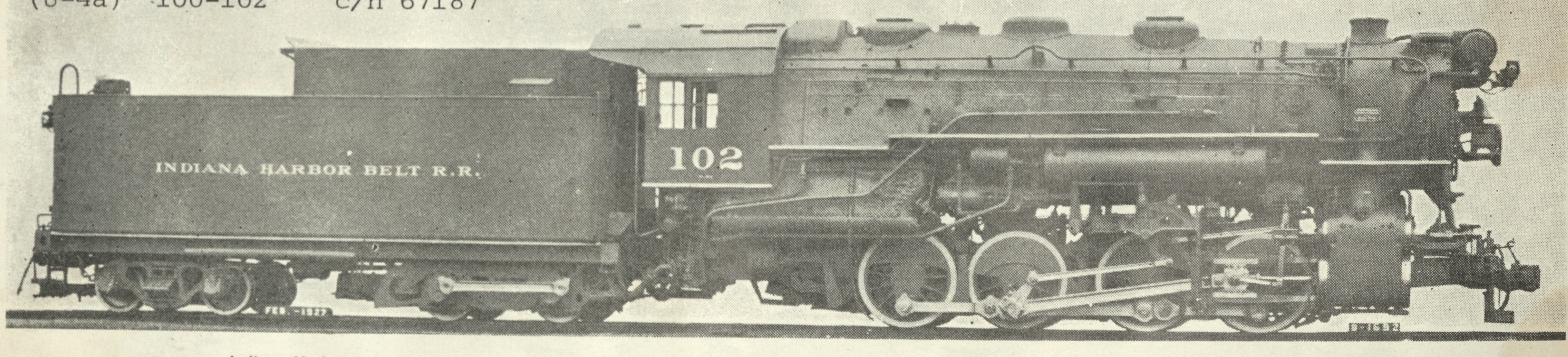
The Indiana Harbor Belt



Cylinders, diam. and stroke	1—23½ in. x 28 in., 2—23½ in. x 32 in.
Tractive force, engine	75,700 lb.
Tractive force, tender booster	13,800 lb.
Drivers, diameter	57 in.
Weight on drivers	294,000 lb.
Driving wheel base	16 ft. 4 in.

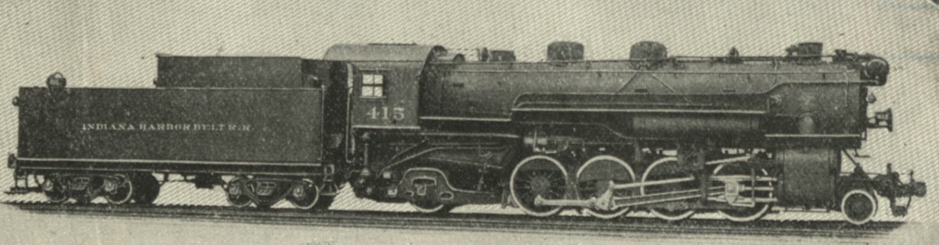
Fuel	Soft coal
Grate area	72.5 sq. ft.
Steam pressure	200 lb.
Evaporative heating surface	4,017 sq. ft.
Superheating surface	953 sq. ft.
Tender capacity	12,000 gal., 15 tons

(U-4a) 100-102 c/n 67187



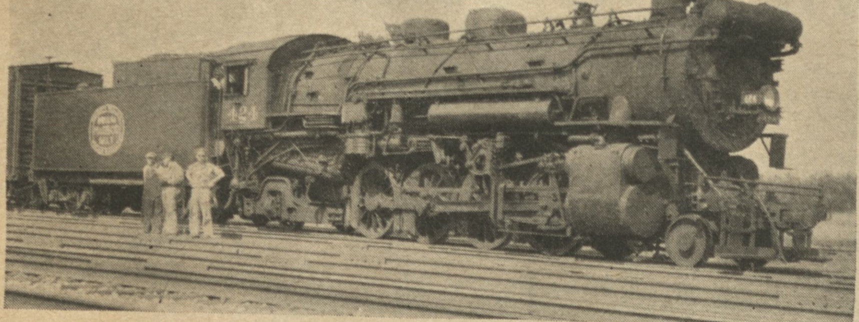
Indiana Harbor Belt (New York Central) three-cylinder switching locomotive No. 102, with limited cut-off and tender booster, built by the American Locomotive Company, Brooks Works, February 1927.

(H-5u)



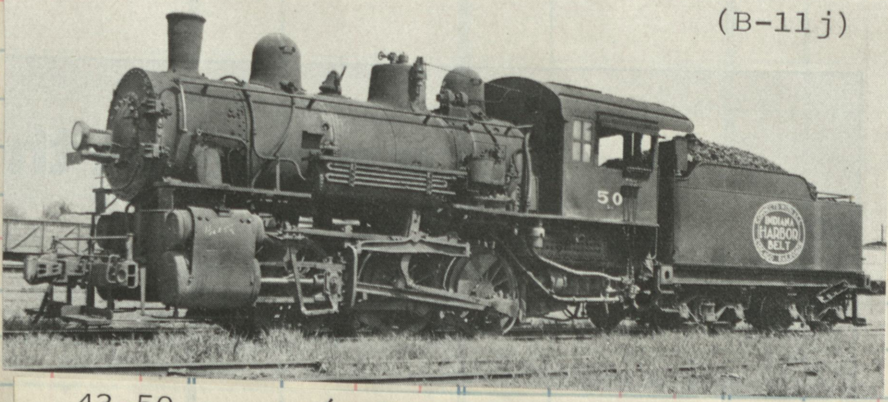
410-419 c/n 6685 LIMA 1923

H-5v 420-424 LIMA 1924
c/n 6877



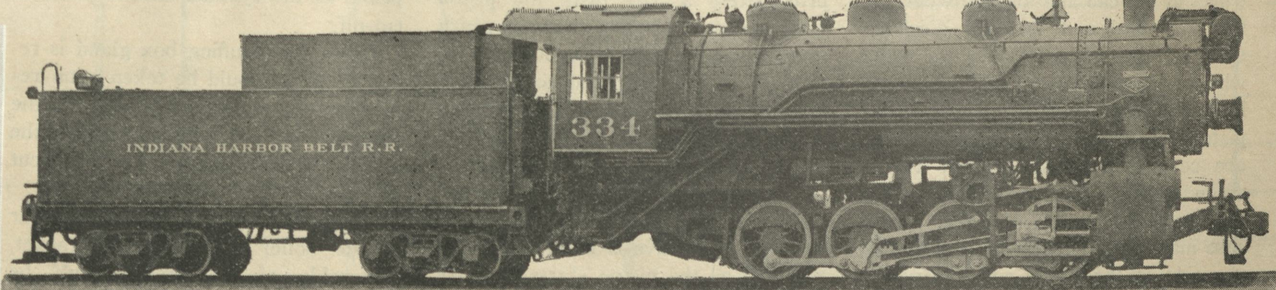
L. E. Griffith

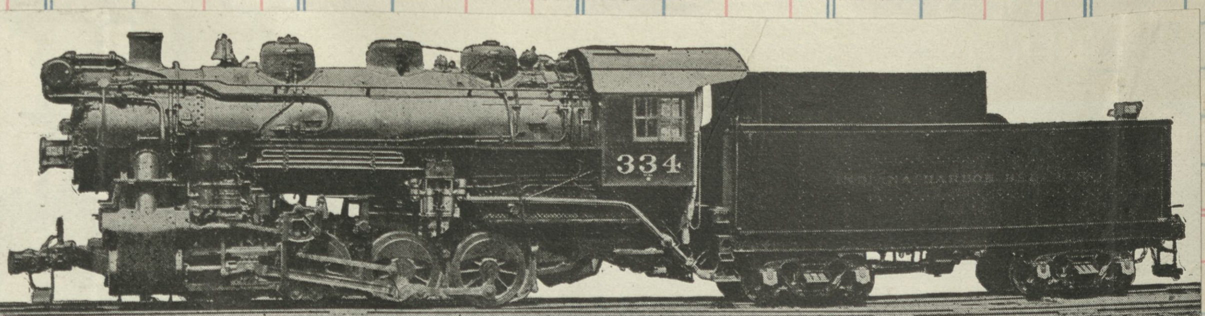
(B-11j)



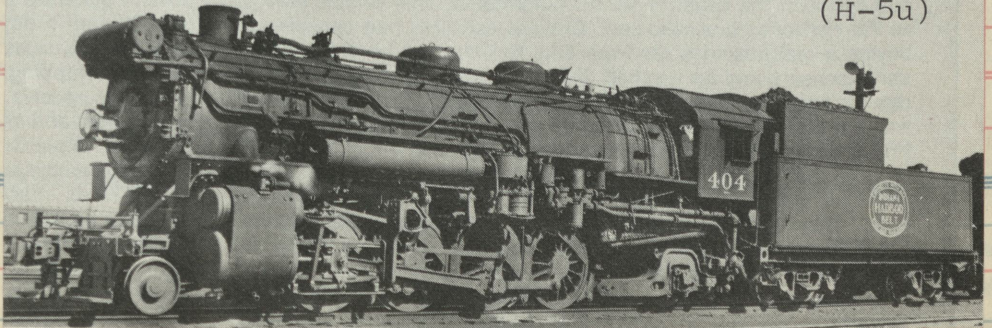
43-50 c/n 40535 Baldwin 1913

(U-3e) 330-334 c/n 6787 LIMA 1924



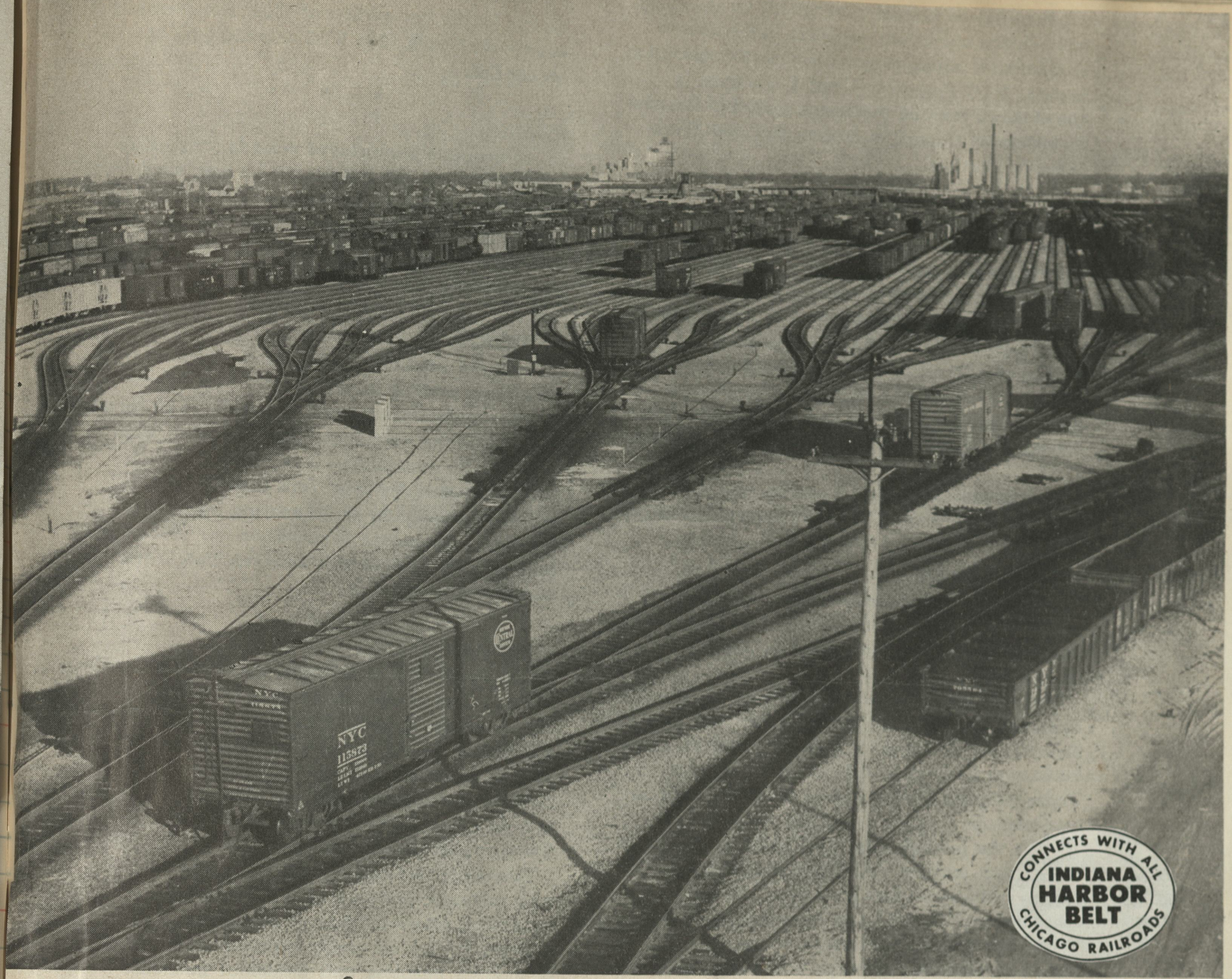


(H-5u)

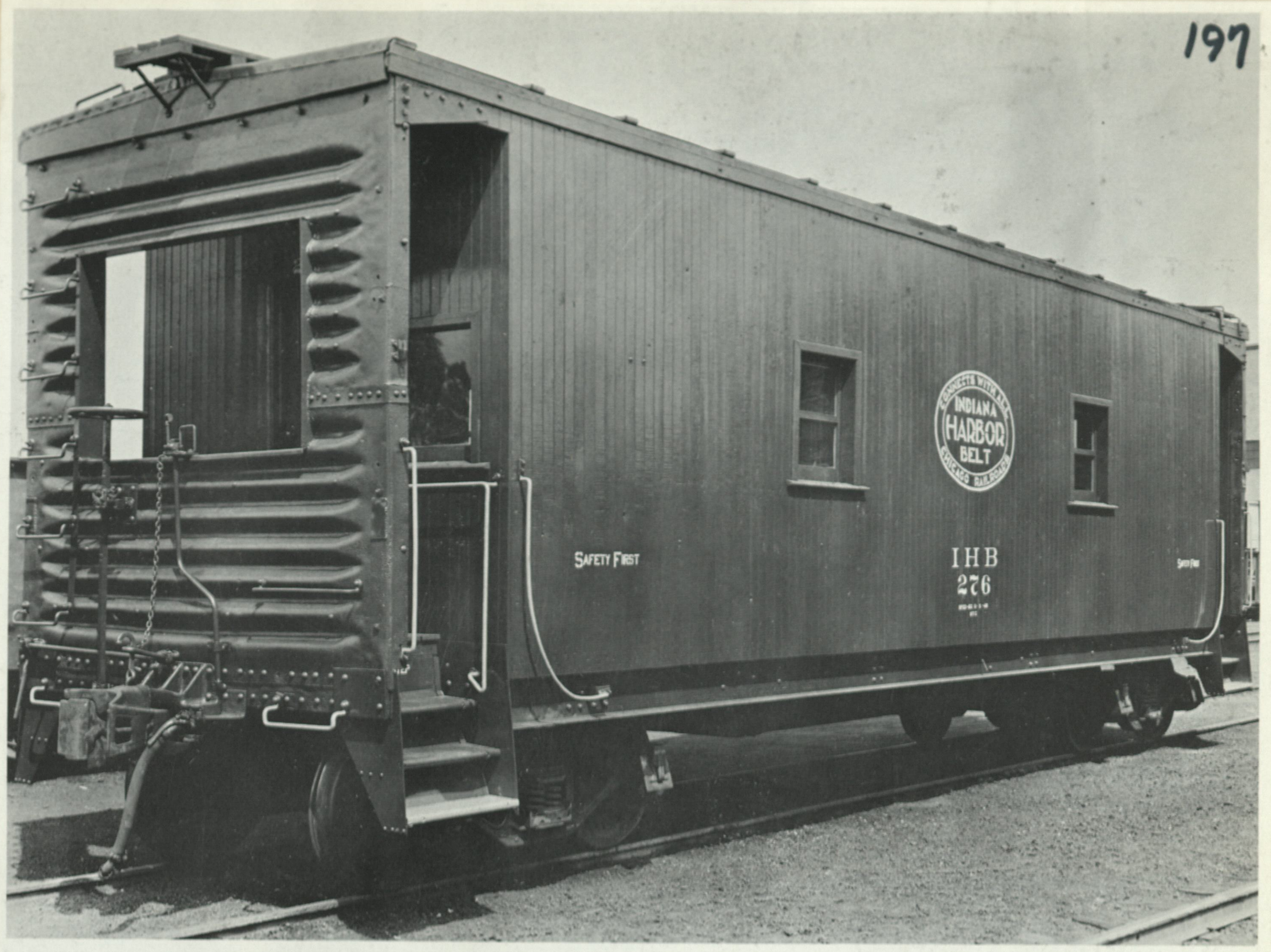


404-409
Schen 1923
c/n 64728

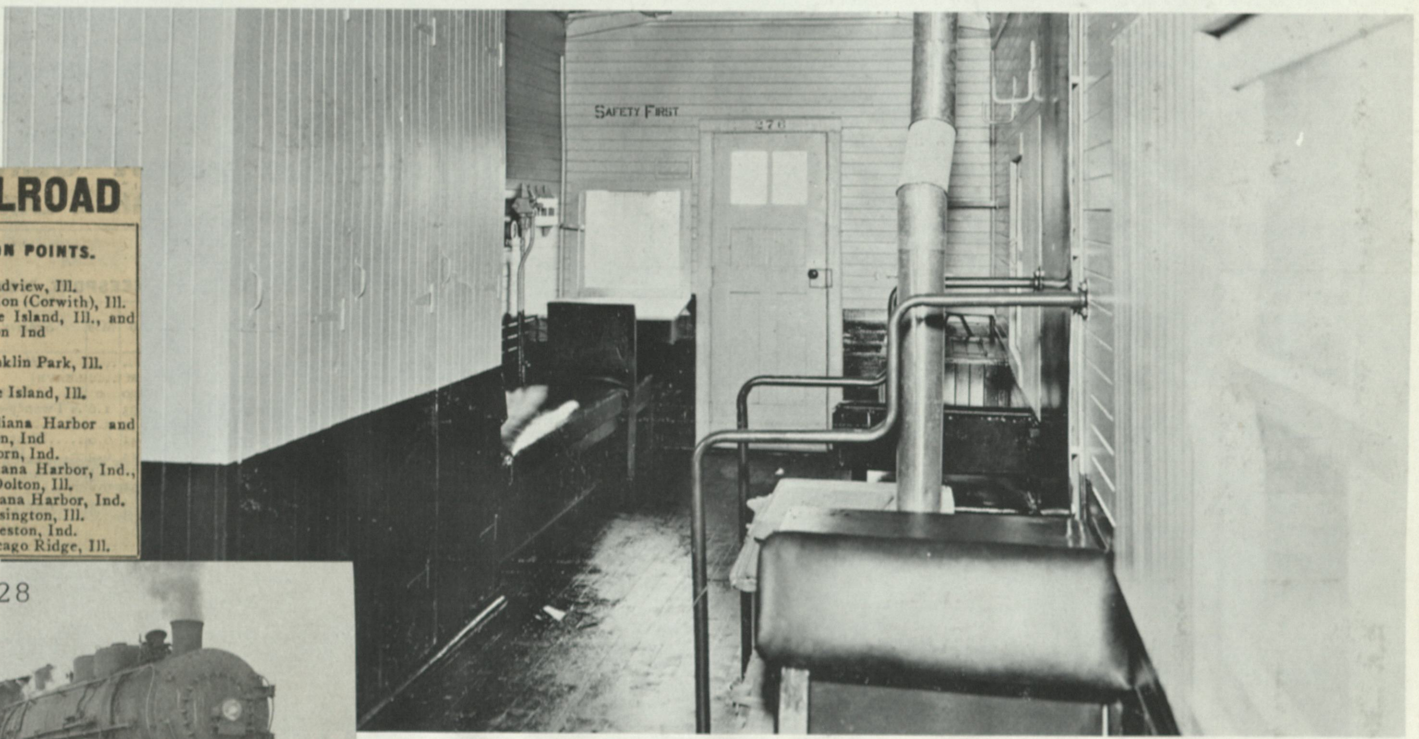
RUNNING INTO CALUMET PARK, ILL.


NYC
CONNECTS WITH ALL
INDIANA HARBOR BELT
CHICAGO RAILROADS

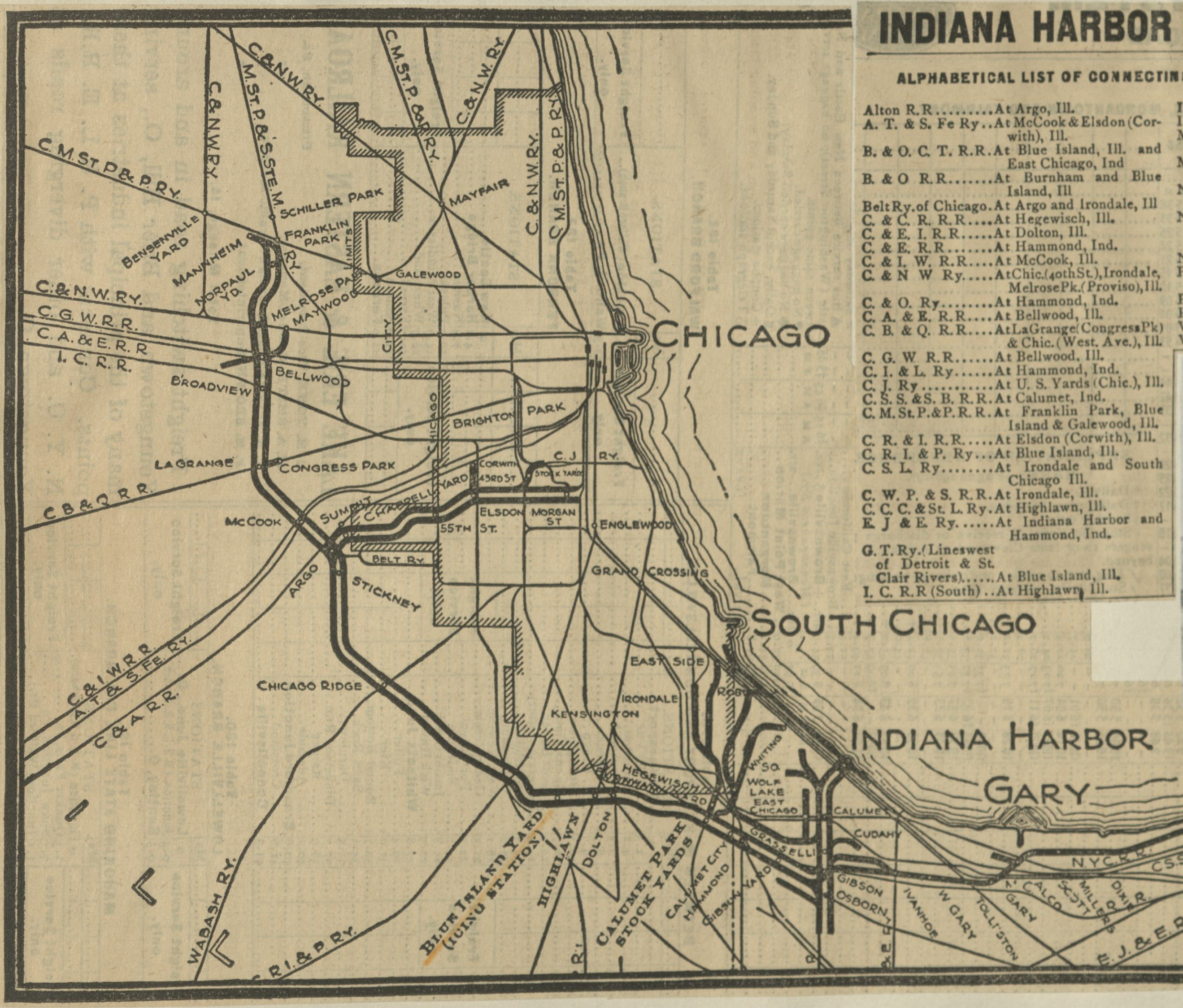
Blue Island Yard (1954)


INDIANA HARBOR BELT
SAFETY FIRST
IHB
276

Official "Re-Builders" photo of I. H. B. temporary caboose #276. Box car ancestry is quite evident in this view.


SAFETY FIRST
276

se No. 276 shows original box car roof bracing, large wooden lockers and plenty of room.

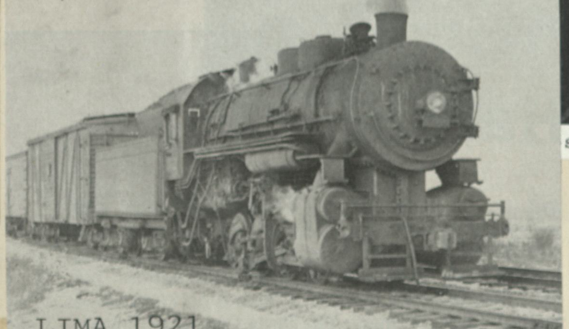

CHICAGO
SOUTH CHICAGO
INDIANA HARBOR
GARY
C.M.ST.P.&P.RY.
C.&N.W.RY.
M.ST.P.&S.STE.M.RY.
SCHILLER PARK
MAYFAIR
BENSENVILLE YARD
MANNHEIM
FRANKLIN PARK
GALEWOOD
MELROSE PARK
MAYWOOD
BELLWOOD
BROADVIEW
C.G.W.R.R.
C.A.&E.R.R.
I.C.R.R.
BRIGHTON PARK
LA GRANGE
CONGRESS PARK
C.B.&Q.R.R.
McCOOK
SUMMIT
CORWITH
ELSDON
MORGAN ST.
55TH ST.
ENGLEWOOD
GRAND CROSSING
ARGO
STICKNEY
C.&I.W.R.R.
A.T.&S.F.RY.
C.&A.R.R.
CHICAGO RIDGE
EAST SIDE
IRONDALE
KENSINGTON
HEGEWISCH
BLUE ISLAND YARD (LYING STATION)
HIGHLAWN
DOLTON
CALUMET PARK STOCK YARDS
WOLF LAKE
EAST CHICAGO
CALUMET
CUDAHY
GIBSON
OSBORN
DUNE PARK
NYC.R.R.
C.S.S.&S.B.R.R.
WAB. RY.
B.&O.R.R.
E.J.&E.RY.
WABASH RY.
C.R.I.&P.RY.
BELT RY.

INDIANA HARBOR BELT RAILROAD

ALPHABETICAL LIST OF CONNECTING LINES AND JUNCTION POINTS.

Alton R.R.	At Argo, Ill.
A. T. & S. Fe Ry.	At McCook & Elsdon (Corwith), Ill.
B. & O. C. T. R.R.	At Blue Island, Ill. and East Chicago, Ind
B. & O R.R.	At Burnham and Blue Island, Ill
Belt Ry. of Chicago.	At Argo and Irondale, Ill
C. & C. R. R.R.	At Hegewisch, Ill.
C. & E. I. R.R.	At Dolton, Ill.
C. & E. R.R.	At Hammond, Ind.
C. & I. W. R.R.	At McCook, Ill.
C. & N W Ry.	At Chic. (40th St.), Irondale, Melrose Pk. (Proviso), Ill.
C. & O. Ry.	At Hammond, Ind.
C. A. & E. R.R.	At Bellwood, Ill.
C. B. & Q. R.R.	At LaGrange (Congress Pk) & Chic. (West. Ave.), Ill.
C. G. W R.R.	At Bellwood, Ill.
C. I. & L. Ry.	At Hammond, Ind.
C. J. Ry.	At U. S. Yards (Chic.), Ill.
C. S. S. & S. B. R.R.	At Calumet, Ind.
C. M. St. P. & P. R. R.	At Franklin Park, Blue Island & Galewood, Ill.
C. R. & I. R.R.	At Elsdon (Corwith), Ill.
C. R. I. & P. Ry.	At Blue Island, Ill.
C. S. L. Ry.	At Irondale and South Chicago Ill.
C. W. P. & S. R.R.	At Irondale, Ill.
C. C. C. & St. L. Ry.	At Highlawn, Ill.
E. J & E. Ry.	At Indiana Harbor and Hammond, Ind.
G. T. Ry. (Lineswest of Detroit & St. Clair Rivers)	At Blue Island, Ill.
I. C. R.R (South)	At Highlawn, Ill.
I. C. R.R. (West)	At Broadview, Ill.
Ill. Nor. Ry.	At Elsdon (Corwith), Ill.
M. C. R.R.	At Blue Island, Ill., and Gibson Ind
M. St. P. & S. S. M. Ry.	At Franklin Park, Ill.
N. Y C. R.R. (Ill. Div.)	At Blue Island, Ill.
N. Y. C. R.R. (West. Division)	At Indiana Harbor and Gibson, Ind
N. Y. C. & St. L. R. R.	At Osborn, Ind.
Penna. R.R.	At Indiana Harbor, Ind., and Dolton, Ill.
P. M. Ry.	At Indiana Harbor, Ind.
Pullman R.R.	At Kensington, Ill.
Wabash Ry (East).	At Tolleston, Ind.
Wabash Ry. (West).	At Chicago Ridge, Ill.

(U-3b) 328

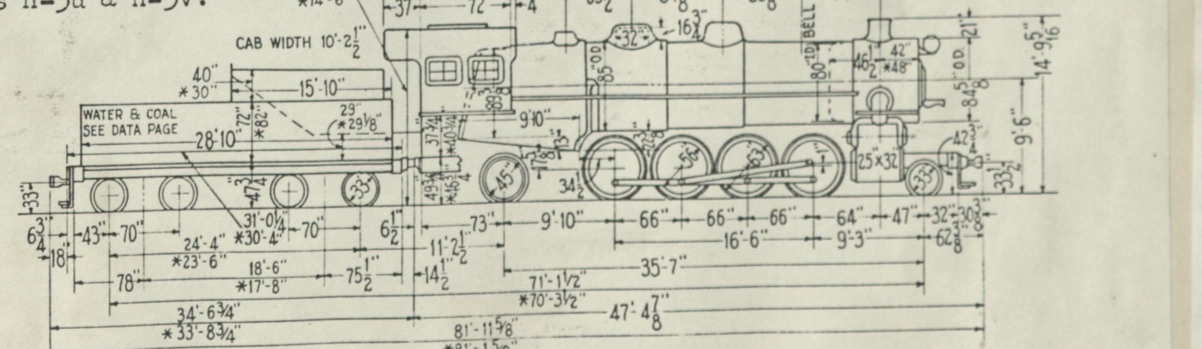


LIMA 1921

NEW YORK CENTRAL

1596
ex IHB 423
H-5v
LIMA 1924
c/n 6876

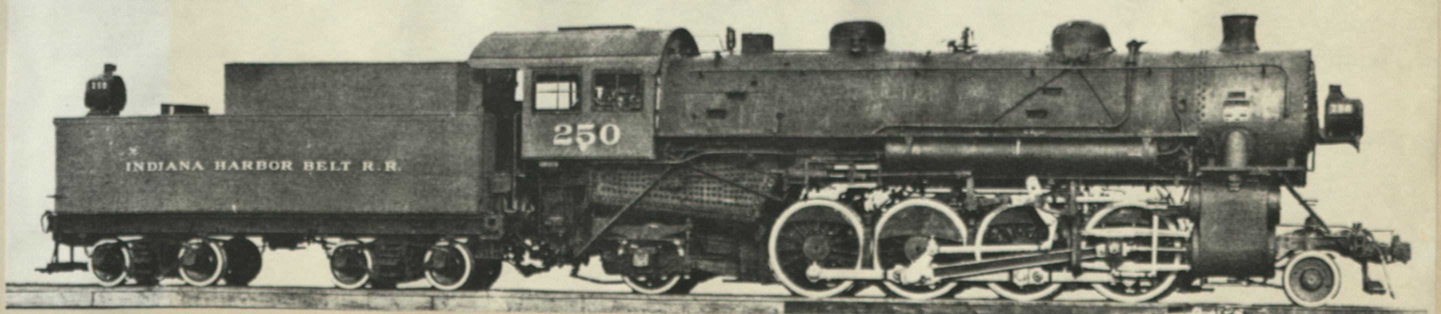
Classes H-5u & H-5v.


ENGINE DESIGNED FOR 18°-30° CURVE
CAB WIDTH 10'-2½"
WATER & COAL SEE DATA PAGE
BELL
9'-10"
16'-6"
35'-7"
47'-4⅞"
81'-11⅝"
*81'-1⅝"
34'-6¾"
*33'-8¾"

250-264
H-5r

c/n 55893

Schenectady 1916


INDIANA HARBOR BELT R.R.
250

198

13 14 (1936)

RAILROAD AND PULLMAN FARES

SUBJECT TO CHANGE

BETWEEN ☞	NEW YORK									
	Rail Ticket Fares		Parlor Car Seat	Sleeping Car						
AND ☞	▲In Pullman Cars	In Coaches		Lower Berth	Upper Berth	●Section One Person	■Section Two Persons	Single or D'ble ★Bedroom	◆Compartment	◆Drawing Room
Albany, N. Y.	$ 4.30	$ 2.85	$ .75	$2.00	$1.60	$2.80	$3.20	.....	$ 6.00	$ 7.00
Ashtabula, Ohio	16.95	11.30	2.50	3.75	3.00	5.25	6.00	$6.75	10.50	14.00
Boston, Mass	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo, N. Y.	13.10	8.75	2.00	2.50	2.00	3.50	4.00	4.50	7.00	9.00
Chicago, Ill.	27.25	18.20	.....	6.00	4.80	8.40	9.60	10.80	17.00	21.00
Cincinnati, Ohio	22.55	15.00	.....	5.00	4.00	7.00	8.00	9.00	14.00	18.00
Cleveland, Ohio	17.15	11.45	2.50	3.75	3.00	5.25	6.00	6.75	10.50	14.00
Columbus, Ohio	18.95	12.65	.....	4.25	3.40	5.95	6.80	7.65	12.00	15.00
Dayton, Ohio	21.05	14.05	.....	5.00	4.00	7.00	8.00	9.00	14.00	18.00
Detroit, Mich.	21.50	14.70	3.15	4.25	3.40	5.95	6.80	7.65	12.00	15.00
Erie, Pa.	15.75	10.50	2.50	3.00	2.40	4.20	4.80	5.40	8.50	11.00
Grand Rapids, Mich.	24.80	16.55	.....	5.50	4.40	7.70	8.80	.....	15.50	20.00
Indianapolis, Ind.	24.35	16.25	.....	6.00	4.80	8.40	9.60	10.80	17.00	21.00
Lake Placid, N. Y.	11.40	7.60	1.90	2.50	2.00	3.50	4.00	.....	7.00	9.00
Montreal Que. (See Note)	12.05	8.45	2.00	2.50	2.00	3.50	4.00	4.50	7.00	9.00
New York, N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Niagara Falls, N. Y.	13.90	9.25	2.00	2.50	2.00	3.50	4.00	4.50	7.00	9.00
Pittsburgh, Pa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsfield, Mass.	4.35	2.90	.80	.....	.....	.....	.....	.....	.....	.....
Rochester, N. Y.	11.15	7.45	1.85	2.50	2.00	3.50	4.00	4.50	7.00	9.00
St. Louis, Mo.	31.75	21.15	.....	7.25	5.80	10.15	11.60	13.05	20.50	26.00
South Bend, Ind.	24.80	16.55	.....	5.50	4.40	7.70	8.80	9.90	15.50	20.00
Springfield, Mass.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Syracuse, N. Y.	8.75	5.85	1.45	2.00	1.60	2.80	3.20	.....	6.00	7.00
Toledo, Ohio	20.35	13.55	3.00	4.25	3.40	5.95	6.80	7.65	12.00	15.00
Toronto, Ont.	15.70	11.20	2.50	3.00	2.40	4.20	4.80	5.40	8.50	11.00
Utica, N. Y.	7.15	4.75	1.20	2.00	1.60	2.80	3.20	.....	6.00	7.00
Watertown, N. Y.	9.75	6.50	1.65	2.50	2.00	3.50	4.00	.....	7.00	9.00
Westfield, N. Y.	14.85	9.90	2.30	3.00	2.40	4.20	4.80	.....	8.50	11.00
Worcester, Mass.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Youngstown, Ohio	16.95	11.30	.....	.....	.....	.....	.....	.....	.....	.....

BETWEEN ☞	BOSTON								
	Rail Ticket Fares		Parlor Car Seat	Sleeping Car					
AND ☞	▲In Pullman Cars	In Coaches		Lower Berth	Upper Berth	●Section One Person	■Section Two Persons	◆Compartment	◆Drawing Room
Albany, N. Y.	$ 6.05	$ 4.05	$1.00	$2.00	$1.60	$2.80	$ 3.20	$ 6.00	$ 7.00
Ashtabula, Ohio	18.75	12.50	.....	4.25	3.40	5.95	6.80	12.00	15.00
Boston, Mass	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo, N. Y.	14.85	9.90	2.00	3.00	2.40	4.20	4.80	8.50	11.00
Chicago, Ill.	30.55	20.35	.....	6.75	5.40	9.45	10.80	19.00	24.00
Cincinnati, Ohio	28.05	18.70	.....	6.00	4.80	8.40	9.60	17.00	21.00
Cleveland, Ohio	20.40	13.60	.....	4.25	3.40	5.95	6.80	12.00	15.00
Columbus, Ohio	24.55	16.35	.....	5.50	4.40	7.70	8.80	15.50	20.00
Dayton, Ohio	26.65	17.75	.....	5.50	4.40	7.70	8.80	15.50	20.00
Detroit, Mich.	23.30	16.95	.....	5.00	4.00	7.00	8.00	14.00	18.00
Erie, Pa.	17.50	11.65	.....	3.75	3.00	5.25	6.00	10.50	14.00
Grand Rapids, Mich.	26.85	17.90	.....	.....	.....	.....	.....	.....	.....
Indianapolis, Ind.	28.95	19.30	.....	6.75	5.40	9.45	10.80	19.00	24.00
Lake Placid, N. Y.	13.15	8.75	.....	2.50	2.00	3.50	4.00	7.00	9.00
Montreal Que. (See Note)	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Niagara Falls, N. Y.	15.65	10.45	.....	3.00	2.40	4.20	4.80	8.50	11.00
Pittsburgh, Pa.	20.10	13.40	.....	4.25	3.40	5.95	6.80	12.00	15.00
Pittsfield, Mass.	4.55	3.05	.80	.....	.....	.....	.....	.....	.....
Rochester, N. Y.	12.90	8.60	2.00	3.00	2.40	4.20	4.80	8.50	11.00
St. Louis, Mo.	36.30	24.20	.....	8.00	6.40	11.20	12.80	22.50	28.00
South Bend, Ind.	28.05	18.70	.....	6.00	4.80	8.40	9.60	17.00	21.00
Springfield, Mass.	2.95	2.00	.50	.....	.....	.....	.....	.....	.....
Syracuse, N. Y.	13.00	8.65	1.65	2.50	2.00	3.50	4.00	7.00	9.00
Toledo, Ohio	23.60	15.75	.....	5.50	4.40	7.70	8.80	15.50	20.00
Toronto, Ont.	18.65	13.20	.....	3.75	3.00	5.25	6.00	10.50	14.00
Utica, N. Y.	8.90	5.95	1.45	2.50	2.00	3.50	4.00	7.00	9.00
Watertown, N. Y.	11.50	7.70	.....	3.00	2.40	4.20	4.80	8.50	11.00
Westfield, N. Y.	16.70	11.15	.....	3.75	3.00	5.25	6.00	10.50	14.00
Worcester, Mass.	1.35	.90	.50	.....	.....	.....	.....	.....	.....
Youngstown, Ohio	20.10	13.40	.....	4.25	3.40	5.95	6.80	12.00	15.00

BETWEEN ☞	BUFFALO									
	Rail Ticket Fares		Parlor Car Seat	Sleeping Car						
AND ☞	▲In Pullman Cars	In Coaches		Lower Berth	Upper Berth	●Section One Person	■Section Two Persons	Single or D'ble ★Bedroom	◆Compartment	◆Drawing Room
Albany, N. Y.	$ 8.85	$ 5.90	$1.50	$2.00	$1.60	$2.80	$3.20	.....	$ 6.00	$ 7.00
Ashtabula, Ohio	3.90	2.60	.65	2.00	1.60	2.80	3.20	.....	6.00	7.00
Boston, Mass	14.85	9.90	2.00	3.00	2.40	4.20	4.80	$5.40	8.50	11.00
Buffalo, N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Ill.	15.70	10.45	2.25	3.75	3.00	5.25	6.00	6.75	10.50	14.00
Cincinnati, Ohio	13.20	8.80	1.90	3.00	2.40	4.20	4.80	.....	8.50	11.00
Cleveland, Ohio	5.55	3.70	.90	2.50	2.00	3.50	4.00	.....	7.00	9.00
Columbus, Ohio	9.70	6.45	1.60	2.50	2.00	3.50	4.00	.....	7.00	9.00
Dayton, Ohio	11.80	7.85	1.85	2.75	2.20	3.85	4.40	.....	8.00	10.00
Detroit, Mich.	8.40	7.00	1.25	2.00	1.60	2.80	3.20	.....	6.00	7.00
Erie, Pa.	2.65	1.80	.50	.....	.....	.....	.....	.....	.....	.....
Grand Rapids, Mich.	12.30	9.20	1.75	3.00	2.40	4.20	4.80	.....	8.50	11.00
Indianapolis, Ind.	14.10	9.40	1.90	3.75	3.00	5.25	6.00	.....	10.50	14.00
Lake Placid, N. Y.	10.25	6.85	1.75	2.50	2.00	3.50	4.00	.....	7.00	9.00
Montreal Que. (See Note)	13.25	9.20	.....	3.00	2.40	4.20	4.80	.....	8.50	11.00
New York, N. Y.	13.10	8.75	2.00	2.50	2.00	3.50	4.00	4.50	7.00	9.00
Niagara Falls, N. Y.	.80	.55	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburgh, Pa.	7.70	5.15	1.25	2.50	2.00	3.50	4.00	.....	7.00	9.00
Pittsfield, Mass.	10.35	6.90	1.75	2.50	2.00	3.50	4.00	.....	7.00	9.00
Rochester, N. Y.	2.00	1.35	.50	.....	.....	.....	.....	.....	.....	.....
St. Louis, Mo.	21.45	14.30	.....	5.00	4.00	7.00	8.00	.....	14.00	18.00
South Bend, Ind.	13.20	8.80	2.00	3.50	2.80	4.90	5.60	.....	10.00	13.00
Springfield, Mass.	11.90	7.95	2.00	2.50	2.00	3.50	4.00	.....	7.00	9.00
Syracuse, N. Y.	4.40	2.95	.75	2.00	1.60	2.80	3.20	.....	6.00	7.00
Toledo, Ohio	8.75	5.85	1.40	2.50	2.00	3.50	4.00	.....	7.00	9.00
Toronto, Ont.	3.75	3.25	.50	2.00	1.60	2.80	3.20	.....	6.00	7.00
Utica, N. Y.	6.00	4.00	1.05	2.00	1.60	2.80	3.20	.....	6.00	7.00
Watertown, N. Y.	6.60	4.40	1.15	2.50	2.00	3.50	4.00	.....	7.00	9.00
Westfield, N. Y.	1.75	1.20	.50	.....	.....	.....	.....	.....	.....	.....
Worcester, Mass.	13.55	9.05	2.00	3.00	2.40	4.20	4.80	.....	8.50	11.00
Youngstown, Ohio	5.80	3.85	1.00	2.25	1.80	3.15	3.60	.....	6.50	8.00

BETWEEN ☞	CLEVELAND									
	Rail Ticket Fares		Parlor Car Seat	Sleeping Car						
AND ☞	▲In Pullman Cars	In Coaches		Lower Berth	Upper Berth	●Section One Person	■Section Two Persons	Single or D'ble ★Bedroom	◆Compartment	◆Drawing Room
Albany, N. Y.	$14.40	$ 9.60	$2.40	$3.00	$2.40	$4.20	$4.80	$5.40	$ 8.50	$11.00
Ashtabula, Ohio	1.70	1.15	.50	.....	.....	.....	.....	.....	.....	.....
Boston, Mass	20.40	13.60	.....	4.25	3.40	5.95	6.80	.....	12.00	15.00
Buffalo, N. Y.	5.55	3.70	.90	2.50	2.00	3.50	4.00	.....	7.00	9.00
Chicago, Ill.	10.25	6.85	1.50	2.50	2.00	3.50	4.00	4.50	7.00	9.00
Cincinnati, Ohio	7.65	5.10	1.00	2.50	2.00	3.50	4.00	.....	7.00	9.00
Cleveland, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Columbus, Ohio	4.15	2.80	.70	2.00	1.60	2.80	3.20	.....	6.00	7.00
Dayton, Ohio	6.25	4.15	.95	2.50	2.00	3.50	4.00	.....	7.00	9.00
Detroit, Mich.	4.95	3.30	.75	2.50	2.00	3.50	4.00	.....	7.00	9.00
Erie, Pa.	2.95	1.95	.50	.....	.....	.....	.....	.....	.....	.....
Grand Rapids, Mich.	8.20	5.45	.....	.....	.....	.....	.....	.....	.....	.....
Indianapolis, Ind.	8.55	5.70	1.00	2.50	2.00	3.50	4.00	.....	7.00	9.00
Lake Placid, N. Y.	15.80	10.55	.....	.....	.....	.....	.....	.....	.....	.....
Montreal Que. (See Note)	18.80	12.90	.....	.....	.....	.....	.....	.....	.....	.....
New York, N. Y.	17.15	11.45	2.50	3.75	3.00	5.25	6.00	6.75	10.50	14.00
Niagara Falls, N. Y.	6.25	4.15	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburgh, Pa.	3.95	2.65	.50	2.00	1.60	2.80	3.20	.....	6.00	7.00
Pittsfield, Mass.	15.90	10.60	.....	3.75	3.00	5.25	6.00	.....	10.50	14.00
Rochester, N. Y.	7.55	5.05	1.25	2.50	2.00	3.50	4.00	.....	7.00	9.00
St. Louis, Mo.	15.95	10.65	2.00	3.75	3.00	5.25	6.00	.....	10.50	14.00
South Bend, Ind.	7.70	5.15	1.30	2.50	2.00	3.50	4.00	.....	7.00	9.00
Springfield, Mass.	17.45	11.65	.....	3.75	3.00	5.25	6.00	.....	10.50	14.00
Syracuse, N. Y.	9.95	6.65	1.65	2.50	2.00	3.50	4.00	.....	7.00	9.00
Toledo, Ohio	3.20	2.15	.50	.....	.....	.....	.....	.....	.....	.....
Toronto, Ont.	9.30	6.95	.....	2.50	2.00	3.50	4.00	.....	7.00	9.00
Utica, N. Y.	11.55	7.70	1.95	3.00	2.40	4.20	4.80	.....	8.50	11.00
Watertown, N. Y.	12.15	8.10	.....	.....	.....	.....	.....	.....	.....	.....
Westfield, N. Y.	3.85	2.55	.65	.....	.....	.....	.....	.....	.....	.....
Worcester, Mass.	19.05	12.70	.....	4.25	3.40	5.95	6.80	.....	12.00	15.00
Youngstown, Ohio	2.00	1.35	.....	.....	.....	.....	.....	.....	.....	.....

BETWEEN ☞	TOLEDO									
	Rail Ticket Fares		Parlor Car Seat	Sleeping Car						
AND ☞	▲In Pullman Cars	In Coaches		Lower Berth	Upper Berth	●Section One Person	■Section Two Persons	Single or D'ble ★Bedroom	◆Compartment	◆Drawing Room
Albany, N. Y.	$17.60	$11.75	$2.90	$4.25	$3.40	$5.95	$6.80	$7.65	$12.00	$15.00
Ashtabula, Ohio	4.90	3.30	.80	2.00	1.60	2.80	3.20	.....	6.00	7.00
Boston, Mass	23.60	15.75	.....	5.50	4.40	7.70	8.80	.....	15.50	20.00
Buffalo, N. Y.	8.75	5.85	1.40	2.50	2.00	3.50	4.00	.....	7.00	9.00
Chicago, Ill.	7.05	4.70	1.00	2.50	2.00	3.50	4.00	4.50	7.00	9.00
Cincinnati, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Ohio	3.20	2.15	.50	2.00	1.60	2.80	3.20	.....	6.00	7.00
Columbus, Ohio	3.70	2.50	.50	2.00	1.60	2.80	3.20	.....	6.00	7.00
Dayton, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Detroit, Mich.	1.75	1.15	.50	.....	.....	.....	.....	.....	.....	.....
Erie, Pa.	6.15	4.10	1.00	2.25	1.80	3.15	3.60	.....	6.50	8.00
Grand Rapids, Mich.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indianapolis, Ind.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Placid, N. Y.	19.00	12.65	.....	4.50	3.60	6.30	7.20	.....	13.00	16.00
Montreal Que. (See Note)	22.00	15.05	.....	.....	.....	.....	.....	.....	.....	.....
New York, N. Y.	20.35	13.55	3.00	4.25	3.40	5.95	6.80	7.65	12.00	15.00
Niagara Falls, N. Y.	8.85	5.90	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburgh, Pa.	7.15	4.80	1.00	2.50	2.00	3.50	4.00	.....	7.00	9.00
Pittsfield, Mass.	19.10	12.75	.....	5.00	4.00	7.00	8.00	.....	14.00	18.00
Rochester, N. Y.	10.75	7.15	1.75	2.50	2.00	3.50	4.00	.....	7.00	9.00
St. Louis, Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Bend, Ind.	4.50	3.00	.80	2.25	1.80	3.15	3.60	.....	6.50	8.00
Springfield, Mass.	20.65	13.80	.....	5.00	4.00	7.00	8.00	.....	14.00	18.00
Syracuse, N. Y.	13.15	8.75	2.15	3.00	2.40	4.20	4.80	.....	8.50	11.00
Toledo, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toronto, Ont.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utica, N. Y.	14.75	9.85	2.45	3.75	3.00	5.25	6.00	.....	10.50	14.00
Watertown, N. Y.	15.35	10.25	.....	.....	.....	.....	.....	.....	.....	.....
Westfield, N. Y.	7.05	4.70	1.15	2.50	2.00	3.50	4.00	.....	7.00	9.00
Worcester, Mass.	22.25	14.85	.....	5.50	4.40	7.70	8.80	.....	15.50	20.00
Youngstown, Ohio	5.20	3.50	.75	2.25	1.80	3.15	3.60	.....	6.50	8.00

BETWEEN ☞	CHICAGO									
	Rail Ticket Fares		Parlor Car Seat	Sleeping Car						
AND ☞	▲In Pullman Cars	In Coaches		Lower Berth	Upper Berth	●Section One Person	■Section Two Persons	Single or D'ble ★Bedroom	◆Compartment	◆Drawing Room
Albany, N. Y.	$24.50	$16.35	.....	$5.50	$4.40	$ 7.70	$ 8.80	$ 9.90	$15.50	$20.00
Ashtabula, Ohio	11.95	7.95	$1.80	2.50	2.00	3.50	4.00	.....	7.00	9.00
Boston, Mass	30.55	20.35	.....	6.75	5.40	9.45	10.80	12.15	19.00	24.00
Buffalo, N. Y.	15.70	10.45	2.25	3.75	3.00	5.25	6.00	6.75	10.50	14.00
Chicago, Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cincinnati, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Ohio	10.25	6.85	1.50	2.50	2.00	3.50	4.00	4.50	7.00	9.00
Columbus, Ohio	9.40	6.25	.....	2.50	2.00	3.50	4.00	.....	7.00	9.00
Dayton, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Detroit, Mich.	8.55	5.70	1.00	2.50	2.00	3.50	4.00	4.50	7.00	9.00
Erie, Pa.	13.15	8.80	2.00	3.00	2.40	4.20	4.80	5.40	8.50	11.00
Grand Rapids, Mich.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indianapolis, Ind.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Placid, N. Y.	25.95	17.30	.....	.....	.....	.....	.....	.....	.....	.....
Montreal Que. (See Note)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, N. Y.	27.25	18.20	.....	6.00	4.80	8.40	9.60	10.80	17.00	21.00
Niagara Falls, N. Y.	15.70	10.45	.....	3.75	3.00	5.25	6.00	.....	10.50	14.00
Pittsburgh, Pa.	14.10	9.40	.....	3.00	2.40	4.20	4.80	.....	8.50	11.00
Pittsfield, Mass.	26.00	17.35	.....	6.00	4.80	8.40	9.60	10.80	17.00	21.00
Rochester, N. Y.	17.70	11.80	.....	3.75	3.00	5.25	6.00	6.75	10.50	14.00
St. Louis, Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Bend, Ind.	2.60	1.75	.50	.....	.....	.....	.....	.....	.....	.....
Springfield, Mass.	27.60	18.40	.....	6.00	4.80	8.40	9.60	10.80	17.00	21.00
Syracuse, N. Y.	20.10	13.40	.....	4.25	3.40	5.95	6.80	7.65	12.00	15.00
Toledo, Ohio	7.05	4.70	1.00	2.50	2.00	3.50	4.00	.....	7.00	9.00
Toronto, Ont.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utica, N. Y.	21.70	14.45	.....	5.00	4.00	7.00	8.00	9.00	14.00	18.00
Watertown, N. Y.	22.30	14.85	.....	.....	.....	.....	.....	.....	.....	.....
Westfield, N. Y.	14.05	9.40	2.15	3.00	2.40	4.20	4.80	.....	8.50	11.00
Worcester, Mass.	29.20	19.50	.....	6.75	5.40	9.45	10.80	.....	19.00	24.00
Youngstown, Ohio	12.20	8.15	.....	3.00	2.40	4.20	4.80	.....	8.50	11.00

Note: Railroad fares shown from New York to Montreal apply via Troy (not via Utica).

◆Fares shown in this column apply when room is occupied by 2 or more persons. For single occupancy the charge for a **compartment** will be 2 times the charge for a lower berth, and for a **drawing room** 2 and one-half times the charge for a lower berth.

▲Indicates tickets will be honored in Pullman cars upon payment of Pullman charge for the space occupied.

●Fares shown in this column also apply when section is occupied by one adult and one child under 12 years of age or by two children under 12 years of age, provided only the lower berth is used for night occupancy.

■Lower berth only prepared for night occupancy; when both berths are used the charge will be the sum of the fare for lower and upper berth.

★Fares shown in this column apply for single occupancy only. When two persons occupy room charge will be same as for two lower berths.

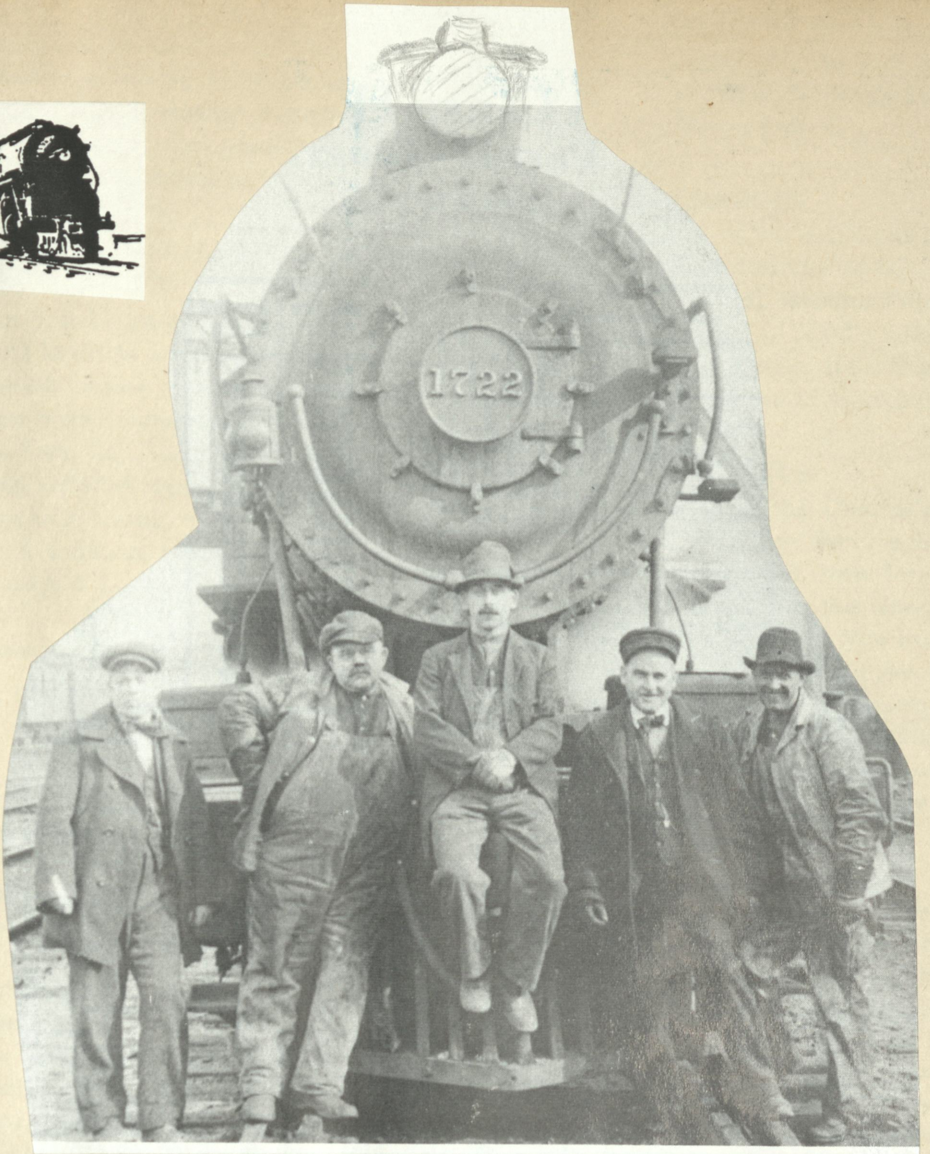
Drawing Rooms in Parlor Cars will be charged for at the rate of three (3) seat rates, with an additional seat rate for each passenger in excess of three (3), not to exceed the double occupancy night rate for drawing room in sleeping car.

Minimum Number of Railroad Tickets Required for Exclusive Occupancy of sections, Drawing Rooms, Compartments or Bedrooms in Sleeping Cars and Drawing Room in Parlor Car

	Minimum Number of Adult Railroad Tickets Required		Minimum Number of Adult Railroad Tickets Required
Section	1	Drawing Room, berth service	1¼
Single or Double Bedroom	1	Drawing Room, seat service	2
Compartment, berth service	1 1-10	Drawing Room in Parlor Cars	2
Compartment, seat service	1½		

Go New York Central — the Comfortable Way — the Safe Way — the Effortless Way

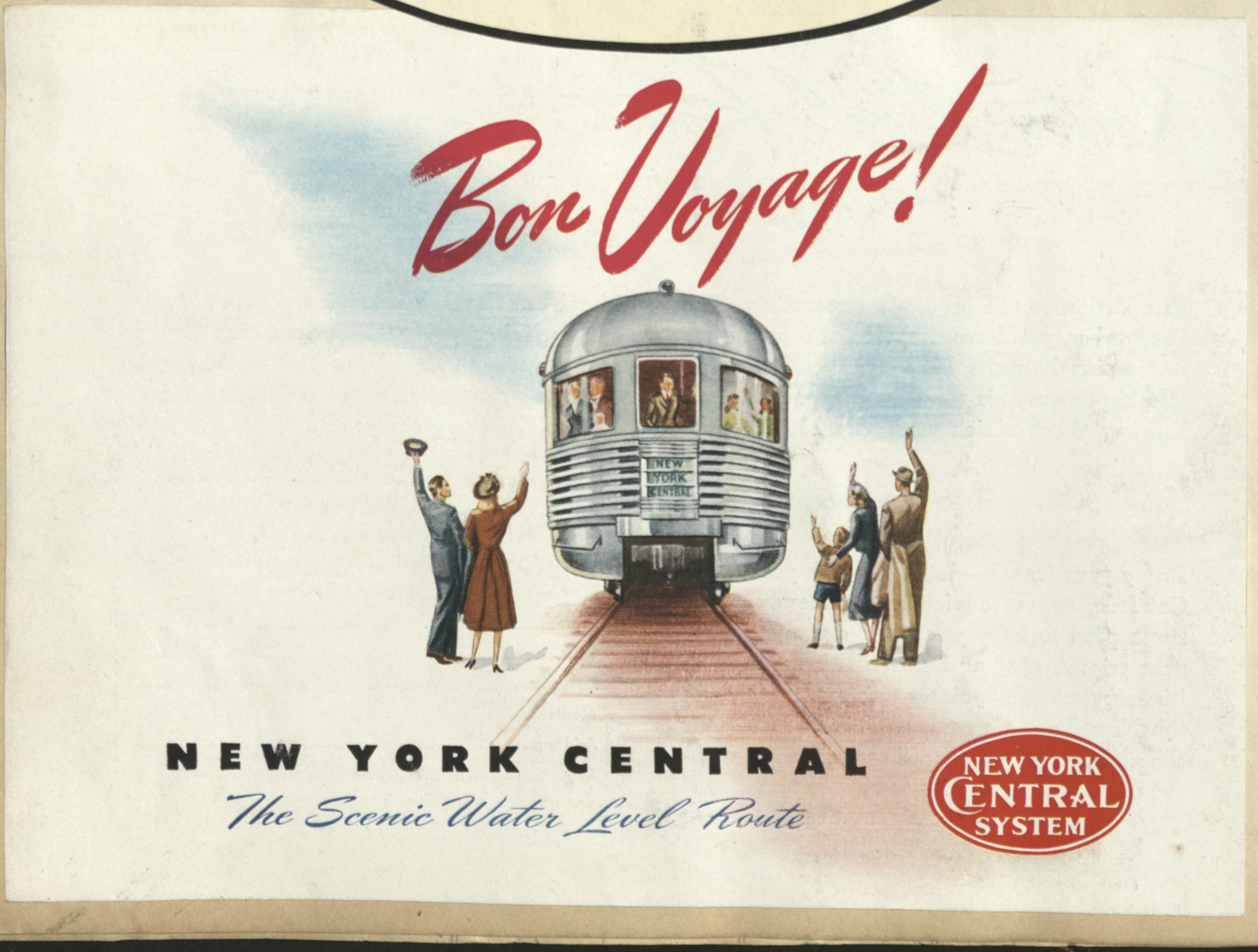
NEW YORK CENTRAL LINES



MEN of the CENTRAL

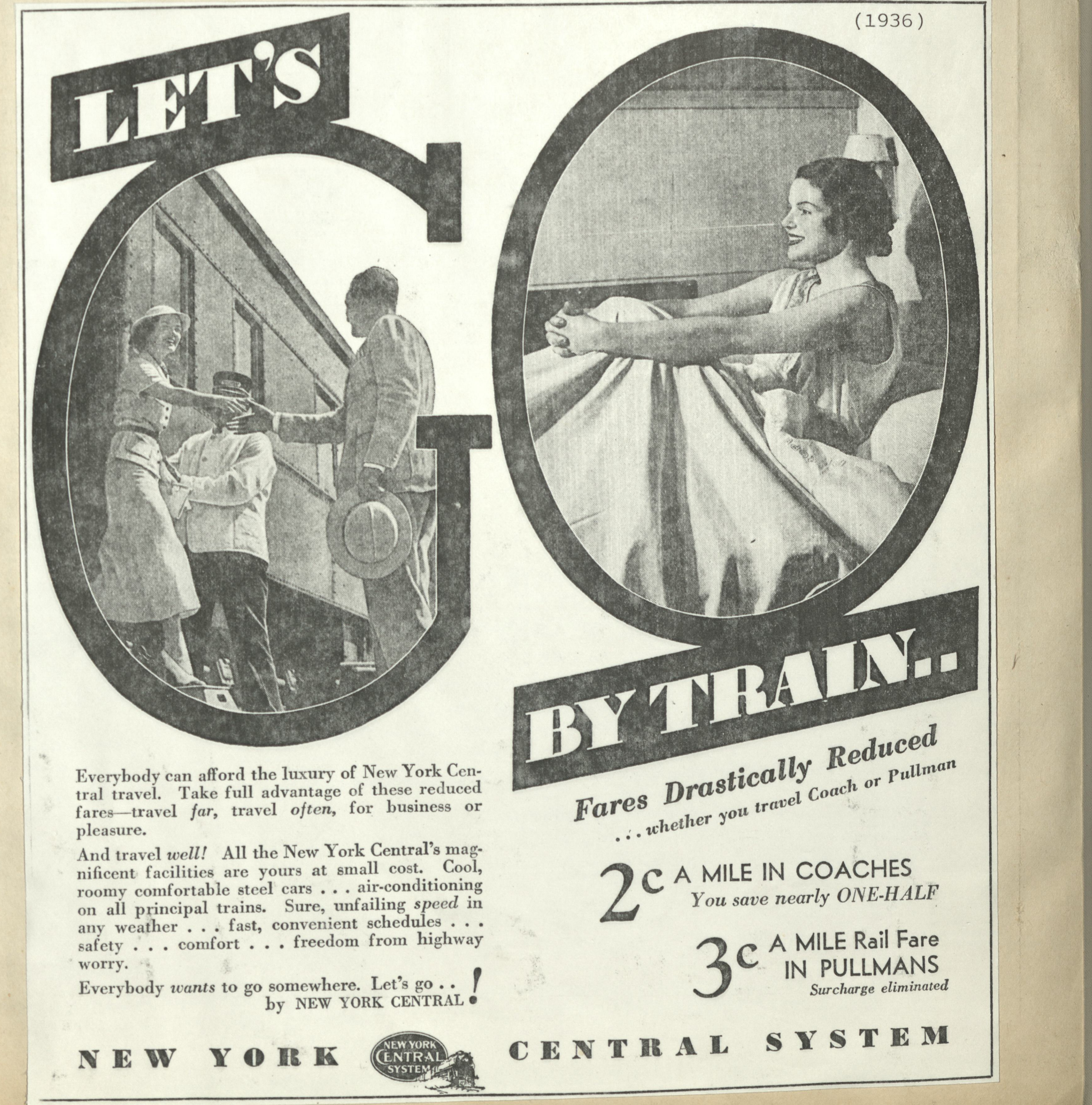
A typical train crew. This group was working on the "hojack" at Watertown (NY) about 1920. L to R .. James Wardell, brakeman; William Darling, engineer; Fred LaMora, brakeman; Samuel Jones, conductor and Delancey Hughes, fireman. It was such men as this who devoted their lives to the railroad with loyal service that made the NEW YORK CENTRAL a truly great railroad!

NEW YORK CENTRAL SYSTEM



The Scenic Water Level Route

(1936)


LET'S GO BY TRAIN..

Fares Drastically Reduced

. . . whether you travel Coach or Pullman

Everybody can afford the luxury of New York Central travel. Take full advantage of these reduced fares—travel *far*, travel *often*, for business or pleasure.

And travel *well!* All the New York Central's magnificent facilities are yours at small cost. Cool, roomy comfortable steel cars . . . air-conditioning on all principal trains. Sure, unfailing *speed* in any weather . . . fast, convenient schedules . . . safety . . . comfort . . . freedom from highway worry.

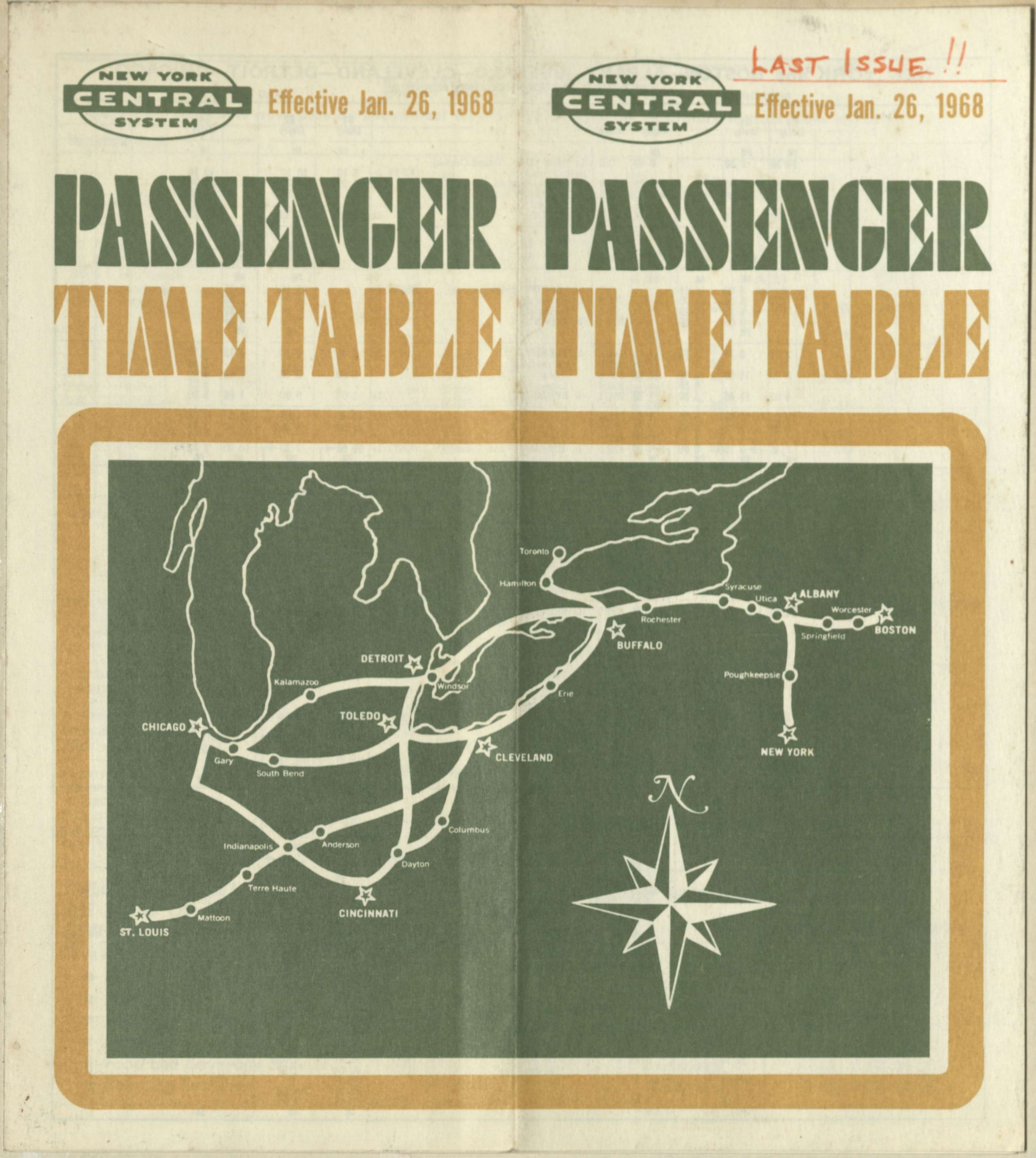
Everybody *wants* to go somewhere. Let's go . . by NEW YORK CENTRAL!

2c A MILE IN COACHES
You save nearly ONE-HALF

3c A MILE Rail Fare IN PULLMANS
Surcharge eliminated

NEW YORK CENTRAL SYSTEM

To Pe.
2/1/68



NEW YORK CENTRAL SYSTEM Effective Jan. 26, 1968

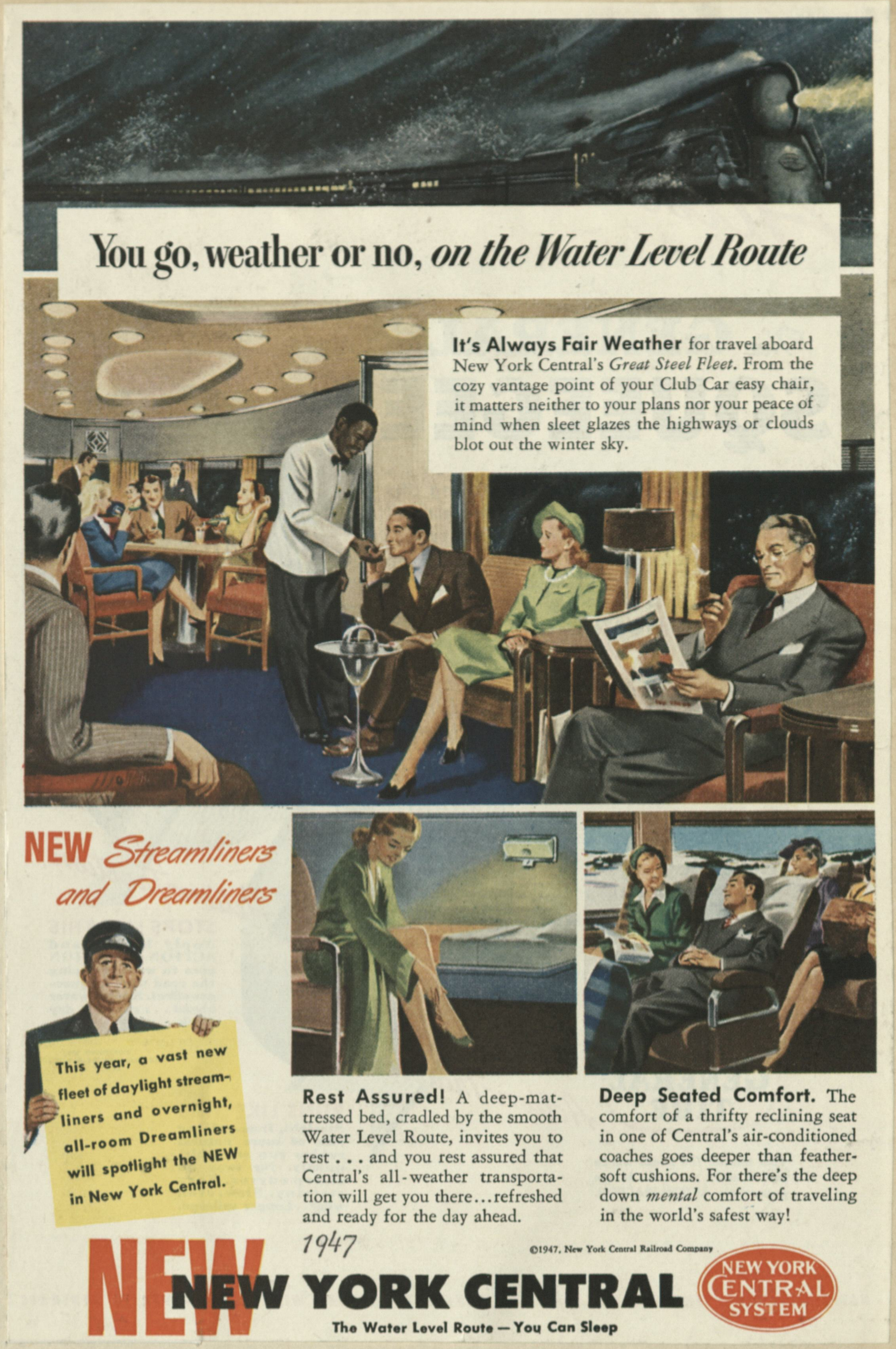
NEW YORK CENTRAL SYSTEM Effective Jan. 26, 1968

LAST ISSUE !!

PASSENGER TIME TABLE

PASSENGER TIME TABLE

Toronto
Hamilton
Syracuse
ALBANY
Utica
Worcester
BOSTON
Springfield
Rochester
BUFFALO
DETROIT
Windsor
Kalamazoo
TOLEDO
Erie
Poughkeepsie
CHICAGO
Gary
South Bend
CLEVELAND
NEW YORK
N
Indianapolis
Anderson
Columbus
Dayton
Terre Haute
Mattoon
ST. LOUIS
CINCINNATI



You go, weather or no, *on the Water Level Route*

It's Always Fair Weather for travel aboard New York Central's *Great Steel Fleet.* From the cozy vantage point of your Club Car easy chair, it matters neither to your plans nor your peace of mind when sleet glazes the highways or clouds blot out the winter sky.

NEW *Streamliners and Dreamliners*

This year, a vast new fleet of daylight streamliners and overnight, all-room Dreamliners will spotlight the NEW in New York Central.

Rest Assured! A deep-mattressed bed, cradled by the smooth Water Level Route, invites you to rest . . . and you rest assured that Central's all-weather transportation will get you there...refreshed and ready for the day ahead.

Deep Seated Comfort. The comfort of a thrifty reclining seat in one of Central's air-conditioned coaches goes deeper than feather-soft cushions. For there's the deep down *mental* comfort of traveling in the world's safest way!

1947

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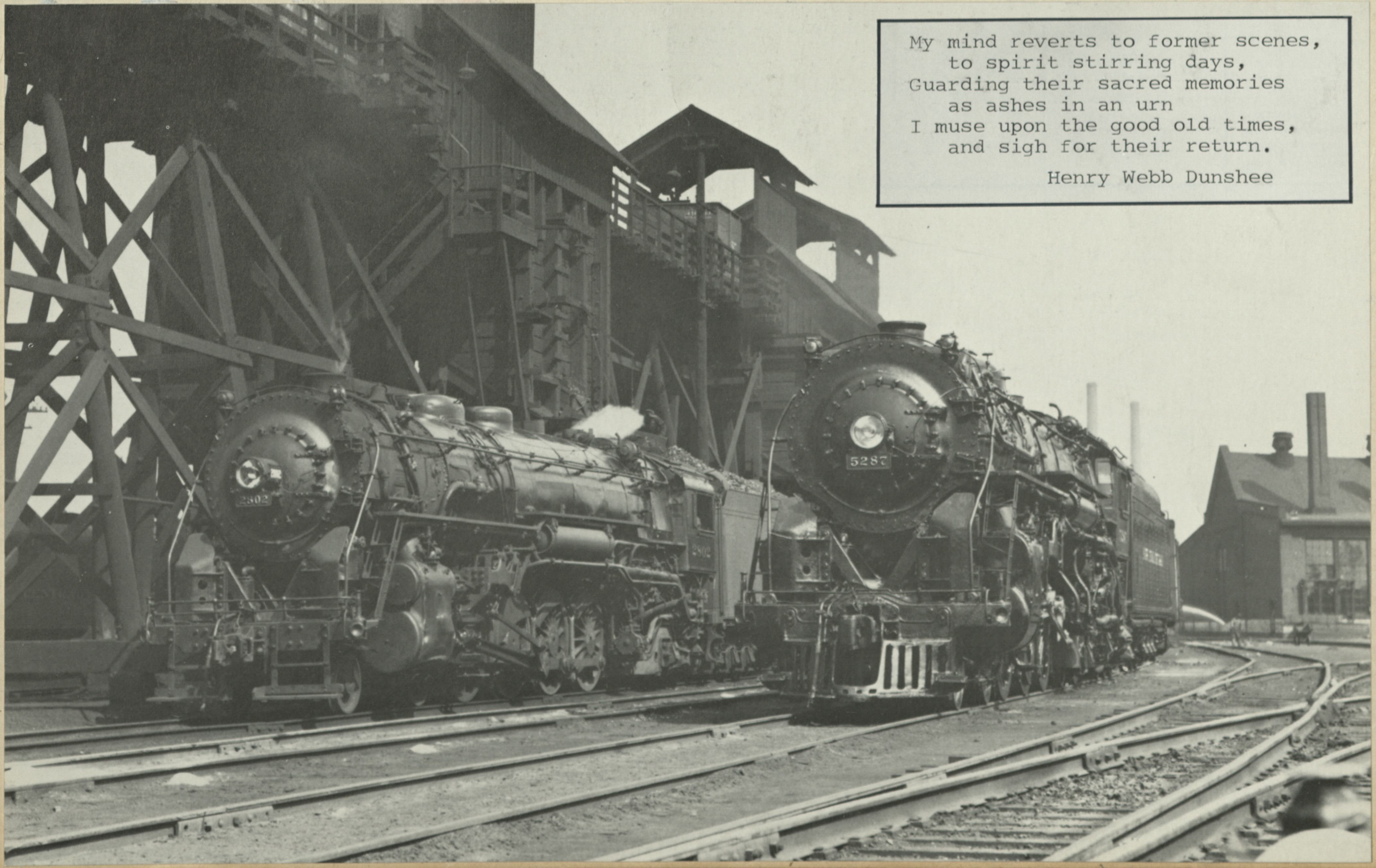
NEW NEW YORK CENTRAL

NEW YORK CENTRAL SYSTEM

The Water Level Route — You Can Sleep



My mind reverts to former scenes,
  to spirit stirring days,
Guarding their sacred memories
  as ashes in an urn
I muse upon the good old times,
  and sigh for their return.
        Henry Webb Dunshee

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NEW YORK
CENTRAL
SYSTEM

Effective Jan. 26, 1968

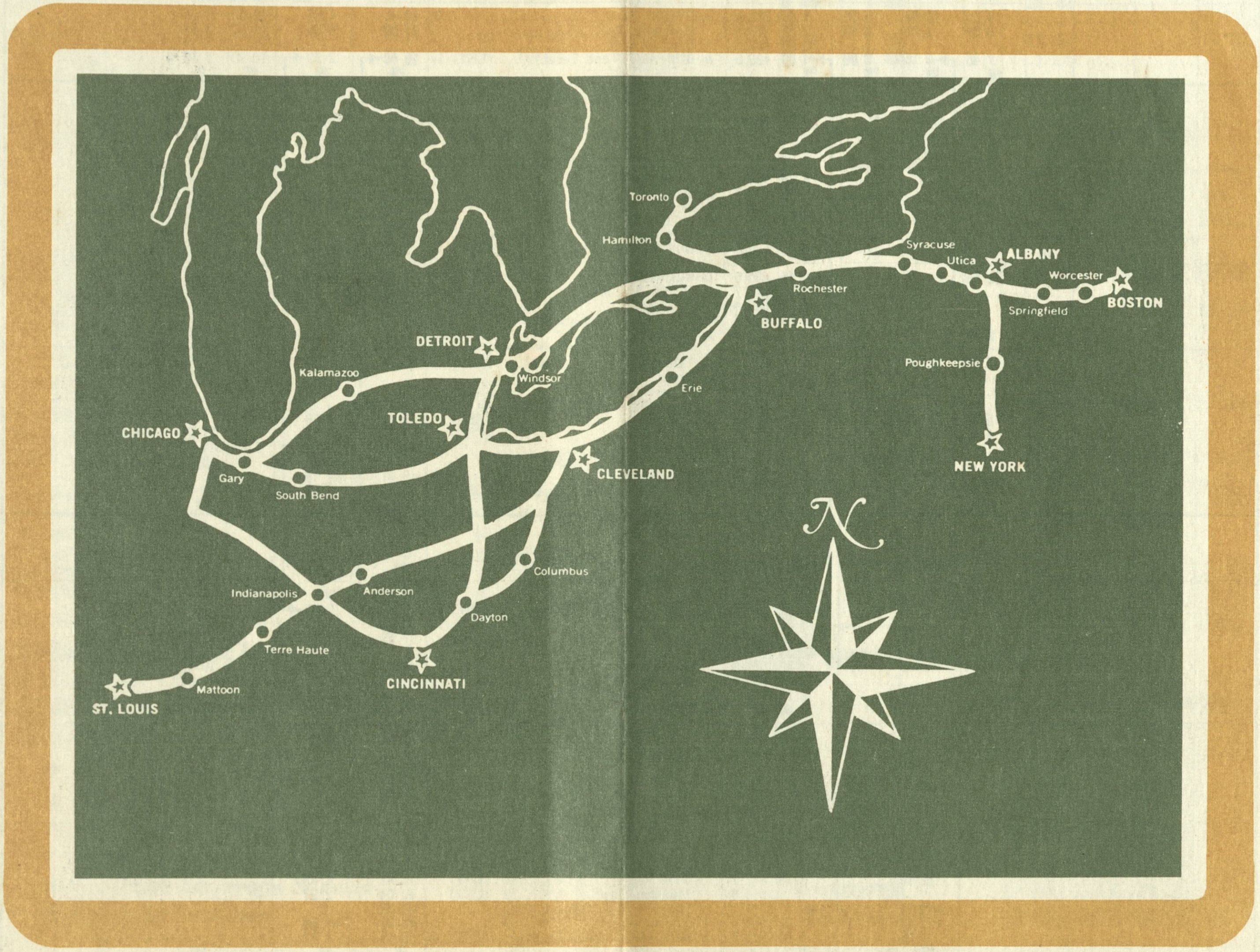
PASSENGER
TIME TABLE

LAST ISSUE !!

NEW YORK
CENTRAL
SYSTEM

Effective Jan. 26, 1968

PASSENGER
TIME TABLE


Toronto
Hamilton
Syracuse
Utica
ALBANY
Worcester
BOSTON
Rochester
BUFFALO
Springfield
Poughkeepsie
NEW YORK
DETROIT
Windsor
Kalamazoo
Erie
TOLEDO
CHICAGO
CLEVELAND
Gary
South Bend
Columbus
Indianapolis
Anderson
Dayton
Terre Haute
CINCINNATI
Mattoon
ST. LOUIS
N

NEW YORK and BOSTON—ALBANY—BUFFALO—CLEVELAND—DETROIT—CHICAGO

THROUGH AND CONNECTING SERVICE

READ DOWN							READ UP				
	63 Daily	61 Daily		71 Daily	Miles		64 Daily	62 Daily		74 Daily	
	PM	PM		AM			AM	AM		PM	
	10 30	6 30	......	8 30	0.0	Lv **NEW YORK** (Grand Central Terminal) (EST) Ar	7 10	10 10		10 10	
	R11 25	R7 25	......	R9 25	32.7	Lv Croton-Harmon Ar	D6 20	D9 20	......	D9 20	
	......	R8 00	......	R10 00	72.8	Poughkeepsie	......	D8 35	......	D8 35	
	......	......	......	10 35	113.7	Hudson	......	......	......	8 00	
	1 20	9 10	......	11 10	142.2	Ar **ALBANY** Lv	4 30	7 30	......	7 30	
		427 Daily	405 Daily		Miles			428 Daily	404 Daily		
		PM	AM					PM	PM		
	......	4 00	10.15	......	0.0	Lv **BOSTON** (South Station) (EST) Ar	......	12 15	9 15	......	
	......	5 10	11 20	......	44.3	Worcester	......	11 02	7 56	......	
	......	6 15	12 29	......	98.3	Springfield	......	9 54	6 52	......	
	......	8 55	3 00	......	200.4	Ar **ALBANY** Lv	......	7 40	4 30	......	
		PM	PM					AM	PM		
	2 05	9 30	3 15	11 15	142.2	Lv **ALBANY** Ar	3 35	7 10	3 15	7 15	
	......	......	......	11 35	159.0	Schenectady	......	......	......	6 45	
	3 40	11 00	4 40	12 40	236.6	Utica	2 00	5 40	1 40	5 40	
	......	......	4 55	......	250.4	Rome	......	......	......	5 25	
	4 25	11 45	5 30	1 30	284.1	Ar **SYRACUSE** Lv	1 00	5 00	1 00	5 00	
	4 55	11 50	5 35	1 35	284.1	Lv **SYRACUSE** Ar	12 40	4 55	12 55	4 55	
	6 30	1 05	6 50	2 50	370.4	Rochester	11 00	3 30	11 30	3 30	
	......	......	......	3 25	402.3	Batavia	......	......	......	......	
	7 45	→2 15	8 00	→4 00	436.5	Ar **BUFFALO** (Cent. Term.) (EST) Lv	10 00←	2 30←	10 30	2 30←	
	AM	AM	PM	PM			PM	AM	AM	PM	
57 Daily	63 Daily	27 Daily		51 Daily	Miles		64 Daily	28 Daily		90 Daily	96 Daily
PM	AM	AM		PM			PM	AM		AM	AM
......	8 25	2 45	......	4 45	436.5	Lv **BUFFALO** (Cent. Term.) (EST) Ar	9 20	2 00	......	11 00	......
......	......	......	......	5 28	476.5	Dunkirk	8 23	......	......	10 05	......
......	......	......	......	5 48	493.7	Westfield	8 03	......	......	9 40	......
......	9 50	......	......	6 25	523.1	Erie	7 33	......	......	9 05	......
......	10 30	......	......	7 05	563.9	Ashtabula	6 53	♠12 34	......	8 20	......
......	♠10 55	......	......	U7 30	589.4	Painesville	6 18	......	......	7 50	......
......	11 59	......	......	8 45	620.5	Ar **CLEVELAND** (Un. Term.) (EST) Lv	5 25	10 48	......	6 55	......
......	12 55	......	......	10 45	620.5	Lv **CLEVELAND** (Un. Term.) (EST) Ar	4 40	10 48	......	5 45	......
......	......	......	......	11 23	645.7	Elyria (Oberlin)	3 55	......	......	4 47	......
......	......	......	......	11 53	680.4	Sandusky	3 20	......	......	4 14	......
......	......	......	......	♠12 03	693.3	Port Clinton (LaCarne)	♠3 10	......	......	......	......
......	2 50	7 22	......	12 45	727.1	Ar **TOLEDO** Lv	2 30	8 55	......	3 30	......
......	3 03	7 22	......	1 10	727.1	Lv **TOLEDO** Ar	2 20	8 55	......	3 05	......
......	......	......	......	♠2 03	780.7	Bryan	......	......	......	L2 19	......
	......	E8 33	......	......	805.8	Waterloo	......	7 45	......	......	......
12 45	......	......	......	......	818.5	Kendallville	......	......	......	......	......
1 40	5 05	E9 24	......	3 20	860.2	Elkhart (EST)	12 18	6 55	......	1 10	3 05
1 14	4 35	E8 50	......	2 54	875.2	South Bend (CST)	10 45	5 35	......	11 37	G1 40
1 38	......	......	......	......	902.2	La Porte	10 16	5 09	......	G11 03	......
G2 10	......	G 9 41	......	3 53	934.6	Gary	9 45	C4 38	......	10 29	......
D2 52	......	D10 12	......	D4 42	954.1	Ar Englewood Lv	R9 21	R4 16	......	......	......
3 10	6 10	10 30	......	5 00	960.7	Ar **CHICAGO** (LaSalle St. Sta.) (CST) Lv	9 05	4 00	......	9 45	11 45
PM	PM	AM		AM			AM	PM		PM	PM
		17 Daily		351 Daily	Miles		354 Ex. Sat.	8 Daily		50 Daily	
		AM		PM			PM	AM		PM	
......	......	→3 15	......	→4 55	436.5	Lv **BUFFALO** (Cent. Term.) (EST) Ar	9 15←	12 52←	......	1 25←	......
......	......	......	......	5 25	.....	Fort Erie	8 30	G12 12	......	12 48	......
......	......	L4 06	......	5 49	473.9	Welland	7 59	G11 48	......	12 23	......
......	......	......	......	♠6 39	527.9	Waterford	......	......	......	B11 35	......
......	......	5 46	......	7 30	574.8	St. Thomas	6 15	10 15	......	10 50	......
......	......	......	......	♠8 10	618.4	Ridgetown	......	......	......	N10 08	......
......	......	7 30	......	9 13	684.4	Ar Windsor Lv	4 30	8 40	......	9 10	......
......	......	7 45	......	9 30	687.1	Ar **DETROIT** (EST) Lv	4 20	8 30	......	9 00	......
......	......	8 25	......	11 30	687.1	Lv **DETROIT** (EST) Ar	3 45	8 00	......	......	......
......	......	......	......	♠12 01	715.2	Ypsilanti	......	......	......	......	......
......	......	9 06	......	12 16	723.0	Ann Arbor	2 50	6 55	......	......	......
......	......	9 50	......	1 15	761.2	Jackson	2 05	6 05	......	......	......
......	......	10 15	......	......	781.5	Albion	1 35	......	......	......	......
......	......	10 43	......	2 11	806.3	Battle Creek	1 10	5 17	......	......	......
......	......	11 13	......	3 20	829.2	Kalamazoo	12 40	4 51	......	......	......
......	......	J11 40	......	......	854.1	Decatur	......	......	......	......	......
......	......	J11 51	......	......	865.3	Dowagiac	11 55	......	......	......	......
......	......	12 10	......	4 29	877.7	Niles (EST)	11 41	4 03	......	......	......
......	......	......	......	......	914.6	Michigan City (CST)	10 04	2 27	......	......	......
......	......	M12 25	......	M4 50	944.5	Gary (N. Y. C. Sta.)	M9 25	......	......	......	......
......	......	D12 49	......	D5 12	964.0	Ar Englewood Lv	R9 01	R1 36	......	......	......
......	......	1 05	......	5 30	910.6	Ar **CHICAGO** (LaSalle St. Sta.) (CST) Lv	8 45	1 20	......	......	......
		PM		AM			AM	PM		AM	

EMPIRE SERVICE

These new schedules now provide convenient westbound connections at Croton-Harmon from suburban trains.

Westbound

Miles			91 Daily	71 Daily	81 Daily	73 Daily	75 Daily	83 Daily	61 Daily	85 Daily	63 Daily
			AM	AM	AM	PM	PM	PM	PM	PM	PM
	New York—Grand Cent. Term. (EST)	Lv	......	8 30	10 30	12 30	2 30	4 30	6 30	8 30	10 30
32 7	Croton-Harmon	Lv	......	R9 25	R11 25	R 1 25	R 3 25	R 5 25	R 7 25	R 9 25	R11 25
72.8	Poughkeepsie	Lv	......	R10 00	......	R 2 00	R 4 00	......	R 8 00	R10 00	......
88.4	Rhinecliff	Lv	......	......	......	2 15	......	6 15	......	10 15	......
113.7	Hudson	Lv	......	10 35	......	......	......	6 35	......	10 35	......
142.2	Albany	Ar	......	11 10	1 10	3 10	5 10	7 10	9 10	11 10	1 20
142.2	Albany	Lv	7 15	11 15	......	3 15	5 15	......	9 30	......	2 05
159.0	Schenectady	Lv	......	11 35	......	......	5 35	......	......	......	......
174.9	Amsterdam	Lv	7 50	......	......	......	5 50	......	......	......	......
236.6	Utica	Lv	8 40	12 40	......	4 40	6 40	......	11 00	......	3 40
250.4	Rome	Lv	8 55	......	......	4 55	......	......	......	......	......
284.1	Syracuse	Ar	9 30	1 30	......	5 30	7 30	......	11 45	......	4 25
284.1	Syracuse	Lv	9 35	1 35	......	5 35	7 35	......	11 50	......	4 55
370.4	Rochester	Lv	10 50	2 50	......	6 50	8 50	......	1 05	......	6 30
402.3	Batavia	Lv	......	3 25	......	......	......	......	......	......	......
436.5	Buffalo (EST)	Ar	11 59	4 00	......	8 00	10 00	......	2 15	......	7 45
			AM	PM	PM	PM	PM	PM	AM	PM	AM

Eastbound

		62 Daily	80 Daily	70 Daily	82 Daily	72 Daily	84 Daily	74 Daily	92 Daily	64 Daily
		AM	AM	AM	PM	AM	PM	PM	PM	PM
Buffalo (EST)	Lv	2 30	......	6 30	......	10 30	......	2 30	5 30	10 00
Batavia	Lv	......	......	......	......	......	......	......	......	......
Rochester	Lv	3 30	......	7 30	......	11 30	......	3 30	6 30	11 00
Syracuse	Ar	4 55	......	8 55	......	12 55	......	4 55	7 55	12 40
Syracuse	Lv	5 00	......	9 00	......	1 00	......	5 00	8 00	1 00
Rome	Lv	......	......	9 25	......	......	......	5 25	......	......
Utica	Lv	5 40	......	9 40	......	1 40	......	5 40	8 40	2 00
Amsterdam	Lv	......	......	10 30	......	2 30	......	......	......	......
Schenectady	Lv	......	......	10 50	......	......	......	6 45	......	......
Albany	Ar	7 10	......	11 15	......	3 15	......	7 15	10 15	3 35
Albany	Lv	7 30	9 30	11 30	1 30	3 30	5 30	7 30	......	4 30
Hudson	Lv	......	10 00	......	......	......	......	8 00	......	......
Rhinecliff	Lv	......	10 15	......	......	4 15	6 15	......	......	......
Poughkeepsie	Lv	D8 35	......	D12 35	......	......	D6 35	D8 35	......	......
Croton-Harmon	Ar	D9 20	D11 20	D1 20	D3 20	D5 20	D7 20	D9 20	......	D6 20
New York—Grand Cent. Term. (EST)	Ar	10 10	12 10	2 10	4 10	6 10	8 10	10 10	......	7 10
		AM	PM	PM	PM	PM	PM	PM	PM	AM

TAILORED TO MEET THE NEEDS OF NEW YORK STATE TRAVELLERS

- ***Frequent Departures***
- ***Shorter Travel Time***
- ***All-Weather Service***
- ***Reclining Seat Coaches***
- ***Food and Beverage Service***
- ***Relaxing Facilities***

TELEPHONE NUMBERS FOR

SCHEDULES, FARES AND RESERVATIONS		TRAIN ARRIVALS AND DEPARTURES
(212) 687-6600	New York City	(212) 689-9331
(518) 462-3351	Albany	(518) 462-6586
(315) 732-3131	Utica	(315) 732-4133
(315) 437-2911	Syracuse	(315) 463-0218
(716) 325-2868	Rochester	(716) 232-3930
(716) 856-6800	Buffalo	(716) 852-6262

NEW YORK and BOSTON—ALBANY—BUFFALO—CLEVELAND—DETROIT—CHICAGO

THROUGH AND CONNECTING SERVICE

READ DOWN — READ UP

63 Daily	61 Daily		71 Daily	Miles		64 Daily	62 Daily		74 Daily
PM	PM		AM			AM	AM		PM
10 30	6 30		8 30	0.0	Lv **NEW YORK** (Grand Central Terminal)....(EST) Ar	7 10	10 10		10 10
R11 25	R7 25		R9 25	32.7	Lv Croton-Harmon.......Ar	D6 20	D9 20		D9 20
	R8 00		R10 00	72.8	Poughkeepsie		D8 35		D8 35
			10 35	113.7	Hudson				8 00
1 20	9 10		11 10	142.2	Ar **ALBANY**.......Lv	4 30	7 30		7 30
	427 Daily	405 Daily		Miles			428 Daily	404 Daily	
	PM	AM					PM	PM	
	4 00	10.15		0.0	Lv **BOSTON** (South Station)......(EST) Ar		12 15	9 15	
	5 10	11 20		44.3	Worcester		11 02	7 56	
	6 15	12 29		98.3	Springfield		9 54	6 52	
	8 55 PM	3 00 PM		200.4	Ar **ALBANY**.......Lv		7 40 AM	4 30 PM	
2 05	9 30	3 15	11 15	142.2	Lv **ALBANY**.......Ar	3 35	7 10	3 15	7 15
			11 35	159.0	Schenectady				6 45
3 40	11 00	4 40	12 40	236.6	Utica	2 00	5 40	1 40	5 40
		4 55		250.4	Rome				5 25
4 25	11 45	5 30	1 30	284.1	Ar **SYRACUSE**.......Lv	1 00	5 00	1 00	5 00
4 55	11 50	5 35	1 35	284.1	Lv **SYRACUSE**.......Ar	12 40	4 55	12 55	4 55
6 30	1 05	6 50	2 50	370.4	Rochester	11 00	3 30	11 30	3 30
			3 25	402.3	Batavia				
7 45 AM	2 15 AM	8 00 PM	4 00 PM	436.5	Ar **BUFFALO** (Cent. Term.)......(EST) Lv	10 00 PM	2 30 AM	10 30 AM	2 30 PM

57 Daily	63 Daily	27 Daily	51 Daily	Miles		64 Daily	28 Daily	90 Daily	96 Daily
PM	AM	AM	PM			PM	AM	AM	AM
	8 25	2 45	4 45	436.5	Lv **BUFFALO** (Cent. Term.)......(EST) Ar	9 20	2 00	11 00	
			5 28	476.5	Dunkirk	8 23		10 05	
			5 48	493.7	Westfield	8 03		9 40	
	9 50		6 25	523.1	Erie	7 33	♦12 34	9 05	
	10 30		7 05	563.9	Ashtabula	6 53		8 20	
	♦10 55		U7 30	589.4	Painesville	6 18		7 50	
	11 59		8 45	620.5	Ar **CLEVELAND** (Un. Term.).....(EST) Lv	5 25	10 48	6 55	
	12 55		10 45	620.5	Lv **CLEVELAND** (Un. Term.).....(EST) Ar	4 40	10 48	5 45	
			11 23	645.7	Elyria (Oberlin)	3 55		4 47	
			11 53	680.4	Sandusky	3 20		4 14	
			♦12 03	693.3	Port Clinton (LaCarne)	♦3 10			
	2 50	7 22	12 45	727.1	Ar **TOLEDO**.......Lv	2 30	8 55	3 30	
	3 03	7 22	1 10	727.1	Lv **TOLEDO**.......Ar	2 20	8 55	3 05	
			♦2 03	780.7	Bryan			L2 19	
		E8 33		805.8	Waterloo		7 45		
12 45				818.5	Kendallville				
1 40	5 05	E9 24	3 20	860.2	Elkhart.......(EST)	12 18	6 55	1 10	3 05
1 14	4 35	E8 50	2 54	875.2	South Bend.......(CST)	10 45	5 35	11 37	G1 40
1 38				902.2	La Porte	10 16	5 09	G11 03	
G2 10		G9 41	3 53	934.6	Gary	9 45	C4 38	10 29	
D2 52		D10 12	D4 42	954.1	Ar Englewood.......Lv	R9 21	R4 16		
3 10 PM	6 10 PM	10 30 AM	5 00 AM	960.7	Ar **CHICAGO** (LaSalle St. Sta.)...(CST) Lv	9 05 AM	4 00 PM	9 45 PM	11 45 PM
		17 Daily	351 Daily	Miles		354 Ex. Sat.	8 Daily	50 Daily	
		AM	PM			PM	AM	PM	
		3 15	4 55	436.5	Lv **BUFFALO** (Cent. Term.)......(EST) Ar	9 15	12 52	1 25	
			5 25		Fort Erie	8 30	G12 12	12 48	
		L4 06	5 49	473.9	Welland	7 59	G11 48	12 23	
			♦6 39	527.9	Waterford			B11 35	
		5 46	7 30	574.8	St. Thomas	6 15	10 15	10 50	
			♦8 10	618.4	Ridgetown			N10 08	
		7 30	9 13	684.4	Ar Windsor.......Lv	4 30	8 40	9 10	
		7 45	9 30	687.1	Ar **DETROIT**.......(EST) Lv	4 20	8 30	9 00	
		8 25	11 30	687.1	Lv **DETROIT**.......(EST) Ar	3 45	8 00		
			♦12 01	715.2	Ypsilanti				
		9 06	12 16	723.0	Ann Arbor	2 50	6 55		
		9 50	1 15	761.2	Jackson	2 05	6 05		
		10 15		781.5	Albion	1 35			
		10 43	2 11	806.3	Battle Creek	1 10	5 17		
		11 13	3 20	829.2	Kalamazoo	12 40	4 51		
		J11 40		854.1	Decatur				
		J11 51		865.3	Dowagiac	11 55			
		12 10	4 29	877.7	Niles.......(EST)	11 41	4 03		
				914.6	Michigan City.......(CST)	10 04	2 27		
		M12 25	M4 50	944.5	Gary (N. Y. C. Sta.)	M9 25			
		D12 49	D5 12	964.0	Ar Englewood.......Lv	R9 01	R1 36		
		1 05 PM	5 30 AM	910.6	Ar **CHICAGO** (LaSalle St. Sta.)...(CST) Lv	8 45 AM	1 20 PM	AM	

BETWEEN NEW YORK—BOSTON—TORONTO

READ DOWN — READ UP

61 Daily		62 Daily
PM		AM
6 30	Lv **NEW YORK** (Grand Central Terminal).......(EST) Ar	10 10
R7 25	Croton-Harmon	D9 20
R8 00	Poughkeepsie	D8 35
9 10	Ar **ALBANY**.......Lv	7 30
27		28
4 00	Lv **BOSTON** (South Station).......(EST) Ar	12 15
5 10	Worcester	11 02
6 15	Springfield	9 54
8 55	Ar **ALBANY**.......Lv	7 40
61		62
9 30	Lv **ALBANY**.......(EST) Ar	7 10
11 00	Utica	5 40
11 50	Syracuse	5 00
1 05	Rochester	3 30
2 15	Ar **BUFFALO** (Central Terminal)...(EST) Lv	2 30
371	T. H. & B.-C. P. Rys.	376
AM		AM
4 35	Lv **BUFFALO** (Central Terminal).......Ar	12 30
5 05	Fort Erie	11 40
5 40	Ar Welland.......Lv	11 05
5 50	Lv Welland.......Ar	10 55
f5 59	Fenwick	f10 38
f6 13	Smithville	f10 27
6 45	Ar **HAMILTON**.......Lv	10 00
6 55	Lv **HAMILTON**.......Ar	9 50
7 55 AM	Ar **TORONTO** (Union Station).......Lv	8 50 PM

EXPLANATION OF REFERENCE MARKS

CST—Central Standard Time.
EST—Eastern Standard Time.
♦ Stops on signal to receive or discharge passengers only.
A Stops on signal to receive passengers for Niles and beyond.
B Stops on signal to discharge passengers, or to receive passengers for Buffalo and beyond.
C Stops on signal to receive passengers for Toledo and beyond.
D Stops only to discharge passengers.
E Stops on signal to discharge passengers from Toledo or beyond or to receive passengers for Chicago or beyond.
G Stops on signal to discharge passengers.
H Stops on signal daily to discharge passengers from Indianapolis and beyond, and to receive passengers daily except Sundays for St. Louis.
J Stops on signal to discharge passengers from Detroit and beyond, or to receive passengers for Chicago and beyond.
L Stops on signal to receive passengers only.
M Stops on signal to discharge passengers from Niles and beyond.
N Stops on signal to receive passengers for Buffalo and beyond.
P Stops on signal to discharge passengers from St. Louis, or to receive passengers for Indianapolis and beyond.
R Stops only to receive passengers.
T Stops on signal to discharge passengers from Chicago or to receive passengers for Detroit and beyond.
U Stops Sundays only.
V Stops to receive passengers for La Fayette and beyond.
W Stops to receive or discharge passengers for or from Rouses Point and beyond or to receive or discharge passengers for or from Albany and beyond.

NEW YORK—PLATTSBURG—MONTREAL

(Via Delaware & Hudson RR)

READ DOWN — READ UP

63 D. & H. 9 Daily	71 D. & H. 35 Daily		72 D. & H. 34 Daily	64 D. & H. 10 Daily
PM	AM		PM	AM
10 30	8 30	Lv **N. Y.** (G. C. T.)..(EST) Ar	6 10	7 10
R11 25	R9 25	Lv Croton-Harmon.......Ar	D5 20	D6 20
1 20	11 10	Ar **ALBANY**.......Lv	3 30	4 30
2 00	11 25	Lv **ALBANY** (D. & H.).....Ar	3 10	3 45
	12 26	Saratoga Springs	2 01	
	12 50	Fort Edward	1 36	
3 54	1 15	Whitehall	1 09	1 38
	1 52	Fort Ticonderoga	12 32	
W5 15	2 36	Westport	11 47	W12 21
6 16	3 41	Plattsburg	10 48	11 22
6 52	4 17	Rouses Point	10.16	10 50
8 00	5 20	Ar Montreal West.......Lv	9 15	9 45
8 15 AM	5 35 PM	Ar **MONTREAL**....(EST) Lv	9 00 AM	9 30 PM

BOSTON—WORCESTER—SPRINGFIELD—PITTSFIELD—ALBANY

READ DOWN — READ UP

405 Daily	427 Daily	Miles		428 Daily	404 Daily
AM	PM			PM	PM
10 15	4 00	0.0	Lv **BOSTON** (South Station)...(EST) Ar	12 15	9 15
10 20	4 07	1.3	Back Bay	12 02	8 55
10 32	4 20	8.1	Newtonville	11 47	8 40
10 51	4 40	21 4	Framingham	11 30	8 22
11 20	5 10	44.3	Worcester	11 04	7 56
12 03		83.6	Palmer		7 11
12 29	6 15	98.3	Springfield	9 59	6 52
1 41	7 37	150.6	Pittsfield	8 43	5 33
3 00 PM	8 55 PM	200 4	Ar **ALBANY**.......(EST) Lv	7 40 AM	4 30 PM

BUFFALO—DETROIT—CHICAGO (LaSalle St. Station)

	17 Daily	371 Daily	355 Daily	357 Daily	351 Daily
	AM	AM	PM	PM	PM
BUFFALO Cent. Term.....(EST) Lv	3 15	4 35			4 55
Fort Erie.......Lv		5 05			5 25
Welland.......Lv	R4 06	5 40			5 49
Waterford.......Lv					♦6 39
Tillsonburg.......Lv					♦7 00
St. Thomas.......Lv	5.46				7 30
Ridgetown.......Lv					♦8 10
Windsor.......Lv	7.30				9 13
DETROIT.......(EST) Ar	7 45				9 30
DETROIT.......(EST) Lv	8 25		12 10	5 15	11 30
Ypsilanti.......Lv				5 45	♦12 01
Ann Arbor.......Lv	9 06		12 53	6 00	12 16
Jackson.......Lv	9 50		1 38	6 42	1 15
Albion.......Lv	10 15				
Battle Creek.......Lv	10 43		2 28	7 28	2 11
Kalamazoo.......Lv	11 13		2 59	8 00	3 20
Lawton.......Lv					
Decatur.......Lv	J11 40				
Dowagiac.......Lv	J11 51				
Niles.......(EST) Lv	12 10		3 54	8 50	4 29
Michigan City.......(CST) Lv				8 25	
Gary (N.Y.C. Sta.).......Lv	M12 25			M9 14	M4 50
Englewood.......Ar	D12 49		D4 32	D9 37	D5 12
CHICAGO LaSalle St. Sta..(CST) Ar	1 05 PM	AM	4 50 PM	9 55 PM	5 30 AM

Miles		354 Daily	354 Ex. Sat.	8 Daily	356 Daily	366 Sat. Only	50 Ex. Sun.	50 Daily	376 Daily
		AM	PM	PM	PM	PM	AM	AM	PM
0.0	**CHICAGO** LaSalle St. Sta. (CST) Lv	8 45		1 20	4 15	11 55	12 01		
6.6	Englewood.......Lv	R9 01		R1 36	R4 31				
26.1	Gary (N.Y.C. Station).......Lv	A9 25			A4 53	A12 31	A12 40		
56.0	Michigan City.......(CST) Lv	10 04		2 27		1 02	1 16		
92.9	Niles.......(EST) Lv	11 41		4 03	6 58	2 38	2 52		
105.3	Dowagiac.......Lv	11 55				2 54	3 07		
116.5	Decatur.......Lv					T3 05	T3 18		
124.2	Lawton.......Lv					T3 13	T3 26		
141.4	Kalamazoo.......Lv	12 40		4 51	7 45	4 10	3 50		
164.3	Battle Creek.......Lv	1 10		5 17	8 12	4 40	4 30		
189.1	Albion.......Lv	1 35				T5 10	T5 01		
209.4	Jackson.......Lv	2 05		6 05	9 00	5 55	5 55		
247.6	Ann Arbor.......Lv	2 50		6 55	9 45	6 40	6 45		
255.4	Ypsilanti.......Lv					6 50	6 55		
283.5	**DETROIT**.......(EST) Ar	3 45		8 00	10 40	7 45	7 30		
283.5	**DETROIT**.......(EST) Lv		4 20	8 30				9 00	
286.2	Windsor.......Lv		4 30	8 40				9 10	
352.2	Ridgetown.......Lv							N10 08	
395.8	St. Thomas.......Lv		6 15	10 15				10 50	
420.3	Tillsonburg.......Lv								
442.7	Waterford.......Lv							B11 35	
496.7	Welland.......Lv		7 59	G11 48				12 23	11 05
	Fort Erie.......Lv		8 30	G12 12				12 48	11 40
535.2	**BUFFALO** Cent. Term.....(EST) Ar		9 15	12 52				1 25	12 30
		PM	PM	AM	PM	AM	AM	PM	AM

CHICAGO—INDIANAPOLIS—CINCINNATI—WASHINGTON—NORFOLK

(Via Cincinnati and Chesapeake and Ohio Ry.)

READ DOWN — READ UP

302 Daily	THE JAMES WHITCOMB RILEY All Coach Seats Reserved	304 Daily	Trains shown in this table leave and arrive Central Station, Chicago—Michigan Avenue at 11th Place	THE JAMES WHITCOMB RILEY All Coach Seats Reserved	303 Daily	305 Daily
AM		PM			PM	PM
8 55		3 55	Lv **CHICAGO** (Central Station)....(CST) Ar		1 30	9 55
V9 05		V4 05	Woodlawn		D1 15	D 9 40
V10 00		V4 57	Kankakee		D12 13	D 9 00
10 42			Fowler			
11 29		6 10	Lafayette		10.45	7 25
12 06			Lebanon.......(CST)			
1 45		8 35	Ar **INDIANAPOLIS**.......(EST) Lv		10 35	7 15
		8 45	Lv **INDIANAPOLIS**.......(EST) Ar		10 25	
		9 16	Shelbyville		9 46	
		9 39	Greensburg		9 25	
		D9 50	Batesville		♦9 10	
		11 05	Ar **CINCINNATI**.......(EST) Lv		8 20	
		4-46	Chesapeake & Ohio Ry.		41-1	
		11 50	Lv **CINCINNATI**.......(EST) Ar		7 40	
		9 20	Ar White Sulphur Springs		10 42	
		Note	Hot Springs		Note	
		10 31	Clifton Forge		9 42	
		4 15	Ar **WASHINGTON**.......(EST) Lv		4 35	
		1 50	Lv Charlottesville.......Lv		7 14	
		3 45	Ar Richmond		4 30	
		5 25	Newport News		2 50	
		6 25	Norfolk (Motor Coach)		1 30	
		6 30	Ar **PORTSMOUTH** (Motor Coach).(EST) Lv		1 10	
PM		PM			PM	PM

NOTE—Passengers to or from Hot Springs holding tickets to or from Thurmond, W. Va. and beyond, upon application to Conductor will be provided without charge with ticket for limousine service from Covington, Va. to Hot Springs, and upon application at Hot Springs will be provided with limousine service to Covington, Va.

CINCINNATI—DAYTON—COLUMBUS—CLEVELAND

READ DOWN — READ UP

16 Daily		15 Daily
PM		PM
4 00	Lv **CINCINNATI** (Union Term.)....(EST) Ar	1 45
4 38	Middletown	12 37
5 05	**DAYTON**	12 10
5 40	Springfield	11 35
6 30	Ar **COLUMBUS**.......Lv	10 45
6 35	Lv **COLUMBUS**.......Ar	10 40
7 30	Galion	9 45
7 33	Crestline	9 42
7 45	Shelby	
8 13	Wellington	
9 15 PM	Ar **CLEVELAND** (Union Term.)....(EST) Lv	8 30 AM

ST. LOUIS—INDIANAPOLIS—INDIANA POINTS—CLEVELAND

READ DOWN — READ UP

312 Daily	316 Daily	Miles		341 Daily	315 Daily
AM	AM			PM	AM
9 30		0.0	Lv **ST. LOUIS** (Union Station)...(CST) Ar	1 30	
11 40		124.2	Mattoon	10 40	
♦12 25		161.8	Paris	H10 04	
12 32		180.7	Terre Haute	9 40	
P1 02		213.3	Greencastle.......(CST)	G9 05	
3 00		252.4	Ar **INDIANAPOLIS**.......(EST) Lv	9 25	
3 10	8 20	252.4	Lv **INDIANAPOLIS**.......(EST) Ar	9 15	5 50
3 55	9 10	288.8	Anderson	8 25	4 30
4 20	9 41	306.6	Muncie	7 59	4 10
		328.3	Winchester	♦7 37	
5 00	L10 16	337.4	Union City	7 30	
	11 00	372.4	Sidney		3 03
	11 23	395.4	Ar Bellefontaine.......Lv		2 40
	11 33		Lv Bellefontaine.......Ar		2 25
	12 33	434.7	Marion		1 45
	12 56	456.3	Galion		1 00
		469.0	Shelby		
	3 30	535.7	Ar **CLEVELAND** (Union Term.)..(EST) Lv		10 50
PM	PM			AM	PM

SLEEPING CAR, SLEEPERCOACH, LOUNGE AND DINING SERVICE

TRAINS NOT INDICATED CARRY COACHES ONLY.

Nos. 61—27—17—371

Mid Train Lounge (Beverages).
New York to Chicago.
Sleeping Cars (Roomettes and Bedrooms).
New York to Chicago.
New York to Chicago (via Detroit).
New York to Toronto.
Boston to Chicago.
Sleepercoaches—(Single & Double Rooms).
New York to Chicago.
Boston to Chicago.
New York to Detroit.
Dining Service. Reclining Seat Coaches.

No. 63
(D. & H. No. 9)

Bedroom Lounge Sleeping Car (Beverages and Buffet Breakfast).
New York to Montreal.
Sleeping Cars (Roomettes and Bedrooms).
New York to Cleveland.
New York to Montreal.
Sleepercoach (Single and Double Rooms).
New York to Cleveland.
Diner Lounge Car. Buffalo to Chicago. Reclining Seat Coaches.

No. 71
(D. & H. No. 35)

Buffet Bar (Food and Beverages).
Parlor Car.
New York to Montreal. Reclining Seat Coaches.

No. 73

Buffet Bar (Food and Beverages). Reclining Seat Coaches.

No. 75

Buffet Bar (Food and Beverages). Reclining Seat Coaches.

No. 81

Buffet Bar (Food and Beverages). Reclining Seat Coaches.

No. 83

Food and Beverage Service. Reclining Seat Coaches.

No. 85

Buffet Bar (Food and Beverages). Reclining Seat Coaches.

No. 91

Food and Beverage Service. Reclining Seat Coaches.

No. 303—THE JAMES WHITCOMB RILEY
(C. & O. No. 1).

Sleeping Car (Roomettes and Bedrooms).
Newport News to Chicago.
Dining Service.
Reserved Reclining Seat Coaches.
Cincinnati to Chicago.

No. 355

Food and Beverage Service. Reclining Seat Coaches.

No. 357

Diner Lounge Car. Reclining Seat Coaches.

Nos. 8—28—62—376

Mid Train Lounge (Beverages). Chicago to New York.
Sleeping Cars (Roomettes and Bedrooms).
Chicago to New York.
Chicago to New York (via Detroit).
Chicago to Boston.
Toronto to New York.
Sleepercoaches (Single and Double Rooms).
Chicago to New York.
Chicago to Boston.
Detroit to New York.
Dining Service. Reclining Seat Coaches.

No. 64
(D. & H. No. 10)

Bedroom Lounge Sleeping Car (Beverages and Buffet Breakfast).
Montreal to New York.
Sleeping Cars (Roomettes and Bedrooms).
Cleveland to New York.
Montreal to New York.
Sleepercoach (Single and Double Rooms).
Cleveland to New York.
Diner Lounge Car. Chicago to Buffalo. Reclining Seat Coaches.

No. 72
(D. & H. No. 34)

Buffet Bar (Food and Beverages).
Parlor Car. Montreal to New York. Reclining Seat Coaches.

No. 70

Buffet Bar (Food and Beverages). - Reclining Seat Coaches.

No. 74

Buffet Bar (Food and Beverages). Reclining Seat Coaches.

No. 80

Food and Beverage Service. Reclining Seat Coaches.

No. 82

Buffet Bar (Food and Beverages). Reclining Seat Coaches.

No. 84

Buffet Bar (Food and Beverages). Reclining Seat Coaches.

No. 92

Food and Beverage Service. Reclining Seat Coaches.

No. 304—THE JAMES WHITCOMB RILEY
(C. & O. No. 4)

Sleeping Car (Roomettes and Bedrooms).
Chicago to Newport News.
Dining Service.
Reserved Reclining Seat Coaches.
Chicago to Cincinnati.

No. 354

Food and Beverage Service. Chicago to Detroit. Reclining Seat Coaches.

No. 356

Diner Lounge Car. Reclining Seat Coaches.

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NEW YORK CENTRAL SYSTEM

RAIL, PARLOR CAR SEAT AND SLEEPING CAR FARES—

	RAIL TICKET FARES					# SLEEPING CAR FARES	
	In Coaches		In Sleeping or Parlor Cars				
BETWEEN	One Way	Round Trip 6-Mo. Limit	One Way	Round Trip 6-Mo. Limit	One Way Parlor Car Seat	One Way Roomette	
CHICAGO, ILL. and							
Albany, N. Y.	$38.24	$65.12	$61.15	$116.27	......	$15.29	......
Boston, Mass.	47.85	84.34	76.35	146.67	......	18.48	......
Buffalo, N. Y.	24.92	42.52	39.68	75.52	$5.23	13.04	......
Cincinnati, Ohio	13.98	27.12	22.23	44.11	2.42	11.22	......
Cleveland, Ohio	16.25	30.58	25.74	50.49	3.58	11.22	......
Croton-Harmon, N.Y.	42.16	71.78	67.38	128.10	......	16.61	......
Detroit, Mich.	13.49	26.29	21.49	42.68	2.42	11.22	......
Indianapolis, Ind.	8.75	17.50	13.96	27.92	1.82	11.22	......
New York, N. Y.	42.16	71.78	67.38	128.10	......	16.61	......
Rochester, N. Y.	27.93	47.58	44.72	84.98	......	13.04	......
Springfield, Mass.	43.10	74.84	68.95	131.87	......	16.61	......
Syracuse, N. Y.	31.80	54.18	51.01	97.02	......	13.70	......
Toledo, Ohio	11.13	22.26	17.72	35.44	2.42	11.22	......
CLEVELAND, OHIO and							
Albany, N. Y.	$22.74	$39.27	$36.16	$69.08	$5.67	$11.22	......
Boston, Mass.	32.35	58.49	51.36	99.48	......	13.70	......
Buffalo, N. Y.	8.75	17.50	13.96	27.92	2.20	11.22	......
Cincinnati, Ohio	12.07	23.87	19.11	38.17	2.42	11.22	......
Columbus, Ohio	6.64	13.28	10.43	20 86	1.76	11.22	......
Croton-Harmon, N.Y.	26.96	45.98	42.93	81.68	5.83	13.04	......
Dayton, Ohio	9.94	19.88	15.70	31.40	2.31	11.22	......
Indianapolis, Ind.	13.49	26.29	21.49	42.68	2.42	11.22	......
New York, N. Y.	26.96	45.98	42.93	81.68	5.83	13.04	......
Rochester, N. Y.	11.98	23.76	18.96	37.90	3.03	11.22	......
South Bend, Ind.	12.07	23.87	19.22	38.39	3.19	11.22	......
Syracuse, N. Y.	15.97	30.14	25.54	50.22	3.96	11.22	......
Toledo, Ohio	5.09	10.18	8.03	16.06	1.43	11.22	......
DETROIT, MICH and							
Albany, N. Y.	$26.08	$47.52	$40.71	$77.50	$6.16	$13.04	......
Boston, Mass.	35.70	66.74	55.91	107.90	......	14.08	......
Buffalo, N. Y.	12.28	24.56	18.48	36.91	3.03	11.22	......
Croton-Harmon, N.Y.	31.06	55.44	48.85	92.95	7.21	13.70	......
New York, N. Y.	32.54	55.44	51.11	97.24	7.21	13.70	......
Rochester, N. Y.	15.48	30.96	23.49	46.37	3.58	11.22	......
Syracuse, N. Y.	19.51	37.51	30.05	58.30	4.62	11.22	......
NEW YORK, N. Y. and							
Albany, N. Y.	$6.78	$13.56	$10.78	$21.56	$1.82	$ 9.35	......
Buffalo, N. Y.	20.70	36.74	32.93	63.53	4.62	11.22	......
②Montreal, Que.	16.80	31.37	23.80	46.12	4.62	9.35	......
Rochester, N. Y.	17.59	32.51	27.97	54.67	4.24	11.22	......
Syracuse, N. Y.	13.56	26.40	21.56	42.85	3.47	11.22	......
Toledo, Ohio	31.80	54.18	50.72	96.53	......	13.70	......
②Toronto, Ont.	24.63	44.39	35.09	67.49	......	11.22	......

②—Fares apply only to this destination.

TABLE OF RATES FOR ROOMETTE-SUITES, BEDROOMS AND BEDROOM-SUITES

Where Roomette Rate Is	Roomette Suite or Bedroom Rate for One or More Persons	Bedroom Suite Two or More Persons	Where Roomette Rate Is	Roomette Suite or Bedroom Rate for One or More Persons	Bed S Two o Per
$ 9.35	♦$13.70	$27.45	$14.08	$24.40	$44
11.22	19.90	36.10	15.29	26.40	48
13.04	22.55	41.35	16.61	28.25	51
13.70	23.90	43.70	18.48	31.30	57

♦ Rate for (1) passenger in Bedroom. Rate for (2) passengers $16.95 in Bedro Roomette-Suite.

GENERAL INFORMATION

CHILDREN under 5 years of age free, when accompanied by parent or gu in coaches also in Sleeping or Parlor Cars when occupying same unit of with parent or guardian; 5 years of age and under 12, one-half fare; 12 ye age or over, full fare.

ADJUSTMENT OF FARES—Should any misunderstanding arise with co tors or ticket agents, pay the fare requested, secure a receipt and send address shown under "Redemption of Tickets."

REDEMPTION OF TICKETS—Unused or partially used tickets of all cl will be redeemed under tariff regulations at proper value, less service ch where applicable. Communicate with Mr. W. G. Reynolds, Mgr. of Revenue Accounting, N. Y. C. System, Michigan Central Terminal, De Michigan 48216.

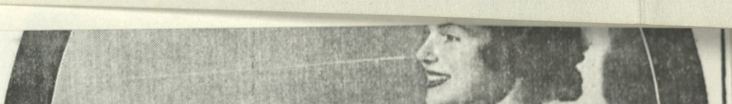
TELEPHONE NUMBERS TO CALL IN NEW YORK CI

(212) 686-5454 Information, Schedules and Fares

(212) 687-6600 Sleeping and Parlor Car Reservatio

Form 1—1

FLEXI-VAN
BY ROAD
BY RAIL
BY SEA

New York Central's versatile Flexi-Van containers deliver from door to door even if either door is miles from a railway terminal. Or even overseas. Call your local New York Central Freight Office.